SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

145

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, March 20, 1927, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

A. F. BOWLES,
Superintendent.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Time Table No. 145

March 20, 1927

Capacity of Sidings in Car Lengths	300 Local Freight	252 Sunset Manifest Freight	26 Owl	60 Southern California Express	96 Fresno Bakersfield Passenger	56 SanFrancisco Los Angeles Passenger	10 Santa Fe Passenger	52 San Joaquin Flyer	92 Lemoore Bakersfield Passenger	58 San Francisco Los Angeles Express	Distance from San Francisco	STATIONS
	SECOND CLASS		FIRST CLASS									
	Leave Daily Ex Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKWFTYP Yard	7.00PM	1.50PM	11.55PM	10.55PM		7.30PM		2.25PM		7.00AM	205.5	TO-R FRESNO 2.8
											208.3	CALWA 0.8
I P	7.20	2.10	12.05AM	11.05		7.40		2.35		7.10	209.1	CALWA TOWER A. T. & S. F. Crossing 1.3
64 P	7.25	2.15	12.07	11.07		f 7.43		2.37		7.12	210.4	MALAGA 4.7
84 P	**7.52**	2.30	12.13	11.13		s **7.52**		2.45		s 7.20	215.1	TO FOWLER 1.3
(Spur)											216.4	STAR 4.3
131 WP	8.25	**2.43**	12.20	f 11.23		s 8.03		**2.54**		s 7.31	220.7	TO SELMA 4.9
83 WP	9.10	**3.01**	12.26	11.31		s 8.15		**3.01**		s 7.42	225.6	TO KINGSBURG 1.5
(Spur)											227.1	SUMNER 4.2
64 P	9.40	**3.16**	12.33	11.38		f 8.25		3.08		7.50	231.3	TRAVER 2.4
64 P	9.45	**3.29**	12.36	11.41		8.28		**3.11**		7.53	233.7	CROSS 5.4
99BKWFYP	**10.00**	4.01	12.43	s 11.49		s 8.55		**3.20**	8.48AM	s 8.00AM	239.1	TO-R GOSHEN JCT. 6.5
64 P	11.00	4.25	12.51	11.57PM		f 9.03		3.28	f 8.56	(Runs via Porterville)	245.6	TAGUS 4.1
I											249.7	A. T. & S. F. CROSSING 0.3
95 WP	**11.15PM** **2.30AM**	4.55	f **12.58**	f **12.05AM**		s **9.10** **9.20**		s 3.36	s **9.05**		250.0	TO TULARE 1.5
(Spur)											251.5	BURLING 4.3
63 P	2.50	5.20	1.06	12.13		9.30		3.44	f 9.18		255.8	OCTOL 4.6
91 WP	3.30	5.50	1.12	12.20		s 9.40		3.50	s **9.28**		260.4	TO TIPTON 1.9
(Spur)											262.3	ALFAC 1.4
											263.7	QUAIL 3.1
95 P	4.00	6.15	**1.22**	12.28		f 9.50		3.58	s 9.38		266.8	TO PIXLEY 5.6
88 P	4.30	6.45	1.30	12.35		f 9.59		4.05	s 9.48		272.4	TO EARLIMART 3.4
(Spur)											275.8	STONE 0.7
64 P	4.50	7.25	**1.36**	12.41		10.05		4.10	f 9.56		276.5	RADNOR 4.2
88 WP	6.00	**7.48**	1.43	12.47		s 10.16		4.16	s 10.08		280.7	TO DELANO 6.3
64 P	**6.45**	8.20	1.52	**12.55**		f 10.27		4.24	f 10.20		287.0	TO Mc FARLAND 5.6
84 BKWTP	**7.47**	8.45	1.59	**1.08**	10.45PM	f 10.36	7.56PM	4.31	**10.31**	10.42AM	292.6	TO-R FAMOSO 3.3
63 P	8.05	9.05	2.03	1.12	10.52	f 10.41	8.02	4.35	f 10.36	10.51	295.9	SLATER 3.7
(Spur)											299.6	DOW 0.9
87 P	8.30	9.25	2.09	1.22	10.58	f 10.48	8.09	4.41	f 10.42	10.57	300.5	LERDO 2.5
95 P	9.00	9.34	2.12	1.25	11.01	10.51	8.13	4.44	10.45	11.00	303.0	PROSPERO 2.8
63 P	9.20	9.45	2.16	1.29	11.05	f 10.55	8.18	4.48	f 10.49	11.04	305.8	SACO 2.8
86 KP	**9.35**	9.55	2.20	1.33	11.09	10.59	s 8.25PM	4.52	f 10.54	11.08	308.6	TO-R OIL JCT. 2.5
57 P	9.55	10.05	2.24	1.37	11.13	11.03		4.56	10.59	11.12	311.1	NOME 1.8
Yard BKWFTYP	10.10AM	10.20PM	s 2.31AM	s 1.45AM	s 11.20PM	s 11.10PM		s 5.02PM	s 11.06AM	s 11.19AM	312.9	TO-R BAKERSFIELD
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(107.4)
	(15.10) 7.08	(8.30) 12.61	(2.36) 41.30	(2.50) 37.90	(0.35) 34.80	(3.40) 29.29	(0.29) 33.10	(2.37) 41.04	(2.18) 32.08	(1.37) 33.34		................Time over District ....Average speed per hour

Double Track

Block Signals.

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for No. 91 and No. 92 at Goshen Jct. apply at junction switch located about one thousand feet east of station.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.
Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
56	Any Station	Edison

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
58	Famoso or East	Any Station

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 145

March 20, 1927

Double Track

Block Signals

				FIRST CLASS								THIRD CLASS	
	STATIONS		Distance from Bakersfield	25	59	55	95	5	51	57	91	301	251
				Owl	Puget Sound Express	Tehachapi	Bakersfield Fresno Passenger	Santa Fe Passenger	San Joaquin Flyer	Los Angeles San Francisco Express	Bakersfield Lemoore Passenger	Local Freight	Sunset Manifest Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
TO-R	FRESNO	2.8	107.4	s 3.00AM	s 3.30AM		s 10.45AM		s 4.20PM	s 11.10PM		3.55PM	5.30PM
	CALWA	0.8	104.6										
	CALWA TOWER A. T. & S. F. Crossing	1.3	103.8	2.47	3.18		10.32		4.07	10.58		3.35	5.00
	MALAGA	4.7	102.5	2.44	3.15		f 10.29		4.04	10.55		3.30	4.57
TO	FOWLER	1.3	97.8	2.37	3.07		s 10.20		3.56	f 10.45		3.15	4.40
	STAR	4.3	96.5										
TO	SELMA	4.9	92.2	2.29	f 2.59		s 10.09		3.48	s 10.33		2.54 2.00	4.15
TO	KINGSBURG	1.5	87.3	2.22	2.50		s 9.58		3.40	s 10.21		1.45	3.40
	SUMNER	4.2	85.8										
	TRAVER	2.4	81.6	2.15	2.43		9.48		3.32	10.11		12.35	3.16
	CROSS	5.4	79.2	2.12	2.40		9.45		3.29	10.08		12.30	3.11
TO-R	GOSHEN JCT.	6.5	73.8	2.05	f 2.33		s 9.35		3.20	10.00PM	s 9.30PM	12.15PM	2.45
	TAGUS	4.1	67.3	1.55	2.22		9.13		3.11		f 9.20	11.20AM	1.50
	A. T. & S. F. CROSSING	0.3	63.2										
TO	TULARE	1.5	62.9	f 1.47	f 2.14		s 9.05		s 3.05		s 9.10	11.00	1.30
	BURLING	4.3	61.4										
	OCTOL	4.6	57.1	1.39	2.04		8.46		2.56		f 8.45	9.45	12.55
TO	TIPTON	1.9	52.5	1.33	1.58	(Runs via Porterville)	s 8.40		2.50	(Runs via Porterville)	s 8.35	9.28	12.35
	ALFAO	1.4	50.6										
	QUAIL	3.1	49.2								f		
TO	PIXLEY	5.6	46.1	1.22	1.50		s 8.29		2.42		f 8.14	8.55	12.05PM
TO	EARLIMART	3.4	40.5	1.15	1.43		f 8.19		2.35		f 8.04	8.40	11.50AM
	STONE	0.7	37.1										
	RADNOR	4.2	36.4	1.09	1.36		8.12		2.30		f 7.56	8.20	11.35
TO	DELANO	6.3	32.2	1.03	1.27		s 8.05		2.24		s 7.48	8.05	11.20
TO	McFARLAND	5.6	25.9	12.55	1.19		f 7.55		2.16		s 7.38	6.45	11.00
TO-R	FAMOSO	3.3	20.3	12.48	1.08	s 7.30AM	f 7.47	s 12.06PM	2.09	s 7.15PM	s 7.28	5.25	10.31
	SLATER	3.7	17.0	12.44	1.04	7.25	7.43	12.01PM	2.05	7.10	f 7.23	4.00	10.20
	DOW	0.9	13.3										
	LERDO	2.5	12.4	12.38	12.58	f 7.18	7.37	11.55AM	1.59	7.04	f 7.16	3.45	10.05
	PROSPERO	2.8	9.9	12.35	12.55	7.14	7.34	11.52	1.56	7.01	7.13	3.38	9.56
	SACO	2.8	7.1	12.31	12.51	7.10	7.30	11.48	1.52	6.57	f 7.09	3.30	9.45
TO-R	OIL JCT.	2.5	4.3	12.27	12.47	f 7.06	7.26	11.43AM	1.48	6.53	f 7.05	3.20	9.35
	NOME	1.8	1.8	12.23	12.43	7.02	7.22		1.44	6.49	7.01	3.12	9.15
TO-R	BAKERSFIELD		0.0	12.17AM	12.37AM	6.55AM	7.15AM		1.38PM	6.43PM	6.55PM	3.00AM	8.55AM
	(107.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	Time over District		....	(2.43)	(2.53)	(0.35)	(3.30)	(0.23)	(2.42)	(1.42)	(2.35)	(12.55)	(8.35)
	Average speed per hour		....	39.53	37.24	34.80	30.68	41.73	39.75	31.70	28.56	8.31	12.51

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Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.
Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
95	Any Station	Los Angeles

BAKERSFIELD AND SAUGUS SUBDIVISION

EASTWARD

Time Table No. 145

March 20, 1927

Capacity of sidings in car lengths.	SECOND CLASS							FIRST CLASS								Distance from San Francisco		STATIONS		
	258	264	320	306	262	252	322	56	22	52	58	152	2	26	60					
	Freight	**Freight**	Local Freight	Bakersfield Olig Mixed	**Freight**	Sunset Manifest Freight	Local Freight	San Francisco Los Angeles Passenger	Santa Fe Passenger	San Joaquin Flyer	San Francisco Los Angeles Express	Sunset Ry. Passenger	**Santa Fe Tourist Express**	Owl	Southern California Express					
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	**Leave Daily**	Leave daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily Ex. Sunday	**Leave Daily**	**Leave Daily**	Leave Daily					
BKWFTYP Yard				8.00AM				11.50PM		5.10PM	11.30AM	9.30AM		2.39AM	1.55AM	312.9	TO-R	BAKERSFIELD	0.7	
KI P	6.20PM	11.50AM	8.00AM	8.05AM	6.05AM	12.12AM		11.53	11.10PM	5.13	11.33	9.35AM	8.40AM	2.42	1.58	313.6	TO-R	KERN JCT.	3.4	Double Track
61 P	6.28	11.58AM	8.10		6.13	12.20		11.58PM	11.15	5.18	11.38		8.45	2.47	2.03	317.0		MAGUNDEN	3.1	
58 P	6.35	12.05PM	8.30		6.20	12.27		f 12.08AM	11.20	5.22	f 11.45		8.50	2.51	2.07	320.1		EDISON	4.9	
P	6.47	12.15	**8.45**		6.30	12.37		12.17	11.29	5.28	11.53		8.58	2.58	2.15	325.0	TO	SIVERT	2.9	
59 WP	6.52	12.20	8.51		6.36	**12.43**		12.22	**11.40**	5.33	**11.58AM**		9.03	3.02	2.20	327.9		BENA	3.4	
56 P	7.00	12.28	**9.09**		6.45	12.52		**12.28**	**11.54PM**	5.39	12.04PM		**9.09**	3.08	2.27	331.3		ILMON	3.9	
East 59 West 58 BKWYP	7.25	**12.51**	9.50		7.10	1.17		s 12.43	f **12.05AM**	**5.47**	s 12.16		s 9.18	3.16	2.35	335.2	TO-R	CALIENTE	3.0	
56 P	7.37	**1.17**	**10.21**		7.22	1.30		12.52	12.12	5.54	12.23		9.27	3.23	2.42	338.2		ALLARD	2.3	
West 56 East 64 WP	7.50	1.30	**10.46**		7.35	1.42		12.58	12.18	**6.00**	12.29		9.33	**3.29**	2.48	340.5	TO	BEALVILLE	1.8	
13 P	7.57	1.37	10.56		7.42	1.49		1.03	12.23	6.05	**12.36**		9.38	3.34	2.54	342.3		CLIFF	3.2	
East 56 M10 West 56 P	8.12	1.52	11.24		**7.59**	2.12		1.11	12.31	6.13	**12.46**		**9.46**	3.42	**3.02**	345.5		ROWEN	3.3	
56 WP House 56	8.37	2.17	11.50AM		8.25	**2.37**		f 1.27	12.42	6.25	f 12.57		**9.58**	3.54	3.14	348.8	TO	WOODFORD	3.0	
56 P	8.52	2.32	12.05PM 12.16		8.40	2.53		1.38	12.50	6.33	1.07		10.08	4.02	3.23	351.8		WALONG	2.3	
West 56 East 59 WP	9.02	2.42	12.26		**8.50**	3.05		1.48	12.58	6.41	1.15		10.17	4.10	3.31	354.1		MARCEL	2.6	
67 P	9.17	2.57	12.41		**9.05**	3.20		**1.58**	1.06	6.49	1.23		10.26	4.18	3.39	356.7		CABLE	3.9	
61 68 WP	9.32	3.12	1.15		9.20	3.37		s 2.15	f 1.16	6.59	s 1.34		s 10.38	4.28	3.49	360.6	TO-R	TEHACHAPI	1.8	Block Signals Double Track
100 YP	9.47	3.27	**1.37**		9.35	**3.54**		2.22	1.19	7.02	**1.37**		10.45	4.31	**3.54**	362.4		SUMMIT SWITCH	2.6	
77 P	9.52	3.32	1.50		9.40	4.05		f 2.27	1.23	7.06	s 1.42		10.49	4.35	3.58	365.0		MONOLITH	3.0	
YP																368.0		ERIO	1.9	
WP	10.03	3.43	2.10		9.51	4.16		2.35	1.30	7.13	1.49		10.57	4.42	4.05	369.9		CAMERON	4.4	
85 P	10.19	3.59	2.25		10.07	**4.51**		2.45	1.38	7.21	1.57		11.07	**4.51**	4.13	374.3		WARREN	6.4	
Yard BKWFTYP	11.20	5.00	3.10PM		**11.13**	**5.25** **8.20**	3.30AM	s **3.20**	s 1.50AM	s **7.38**	s 2.16		s 11.20AM	s 5.14	s 4.42	380.7	TO-R	MOJAVE	4.1	
93 P	11.30	5.10			11.23	8.40	3.40	3.26		7.44	2.22			5.20	4.48	384.8		FLETA	2.5	
59 P	11.35	5.15			11.28	8.50	3.50	3.30		7.48	2.26			5.24	4.52	387.3		GLOSTER	3.1	
90 P	**11.41**	5.21			11.34	8.59	4.00	3.35		7.53	2.30			5.28	4.56	390.4		ANSEL	3.9	
56 P	11.49	5.29			11.41	**9.10**	4.10	f 3.41		7.58	f 2.36			**5.33**	5.01	394.3		ROSAMOND	5.6	
56 WP	11.59PM	5.40			11.51AM	9.30	4.25	3.50		8.06	2.44			5.41	**5.09**	399.9		OBAN	5.6	
78 WP	12.10AM	**5.51**			12.01PM	10.05	**4.54**	s 4.02		8.14	s **2.53**			5.49	5.17	405.5	TO-R	LANCASTER	4.3	
58 P	12.25	**6.06**			12.14	**10.28**	**5.25**	4.10		8.21	**3.03**			5.57	**5.25**	409.8		DENIS	4.0	
70 BKWFY P	12.55	6.36			12.44	10.55	**6.04**	s 4.21		8.28	s 3.15			**6.04**	5.32	413.8	TO-R	PALMDALE	2.5	
96 P	1.08	6.49			1.05	11.18	6.20	**4.28**		**8.36**	3.21			6.10	5.37	416.3		HAROLD	4.2	
East 75 West 81 YP	**2.02**	7.25			**1.45**	11.55AM	6.55	4.44		**8.50**	3.34			6.23	5.53	420.5	TO	VINCENT	4.5	
56 P	2.17	7.40			1.58	**12.58PM**	**7.34**	4.54		9.02	3.43			6.32	6.02	425.0		PARIS	1.1	
34 P	2.21	7.44			2.02	1.03	7.38	f 4.58		9.05	3.46			6.35	6.05	426.1		ACTON	2.9	
68 WP	2.31	**7.54** **8.19**			**2.19**	1.20	7.50	f 5.07		9.11	f **3.53**			6.41	6.11	429.0	TO	RAVENNA	5.6	
54 P	**2.55**	8.43			2.45	1.38	8.06	5.23		**9.23**	4.06			**6.53**	**6.23**	434.6		RUSS	4.2	
75 WP	3.09	**8.58**			**3.05**	**1.57**	8.18	f 5.36		9.33	f 4.17			7.03	6.33	438.8	TO	LANG	4.3	
56 P	3.24	9.12			3.18	**2.30**	8.30	**5.49**		9.44	4.29			7.14	6.44	443.1		HUMPHREYS	3.8	
56 P	3.38	9.26			3.32	3.00	8.41	6.00		9.55	4.39			7.25	6.55	446.9		HONBY	3.7	
87 BKWFY P	3.52AM	9.40PM			3.46PM	3.20PM	**8.55AM**	s 6.10AM		f 10.05PM	s 4.49PM			7.35AM	7.05AM	450.6	TO-R	SAUGUS	137.7	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					
	(9.32) 14.37	(9.49) 13.93	(7.10) 9.36	(0.05) 8.40	(9.41) 14.14	(15.08) 9.05	(5.25) 12.90	(6.20) 21.74	(2.40) 25.16	(4.55) 28.00	(5.19) 25.90	(0.05) 8.40	(2.40) 25.16	(4.56) 27.91	(5.10) 26.65	..............Time over District ....Average speed per hour				

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
60	Lancaster	Lathrop
26	Saugus	Fresno
60	Saugus	Fresno

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Tehachapi apply at end of double track.

BAKERSFIELD AND SAUGUS SUBDIVISION

WESTWARD

Time Table No. 145

March 20, 1927

		STATIONS	Distance from Saugus	FIRST CLASS 55 Tehachapi	9 Santa Fe Mail and Express	51 San Joaquin Flyer	57 Los Angeles San Francisco Express	21 Santa Fe Passenger	25 Owl	59 Puget Sound Express
				Arrive Daily	**Arrive Daily**	Arrive Daily	**Arrive Daily**	Arrive Daily	**Arrive Daily**	**Arrive Daily**
Signals Block	TO-R	BAKERSFIELD 0.7	137.7	s 6.30AM		s 1.28PM	s 6.28PM		s 12.05AM	s 12.26AM
Double Track	TO-R	KERN JCT. 3.4	137.0	6.26	9.05AM	1.25	6.25	6.59PM	12.02AM	12.23
		MAGUNDEN 3.1	133.6	6.20	8.59	1.19	6.19	6.51	11.56PM	12.17
		EDISON 4.9	130.5	f 6.14	8.53	1.15	f 6.14	6.46	11.52	12.13
	TO	SIVERT 2.9	125.6	6.03	**8.45**	1.09	6.07	6.36	11.45	12.06
		BENA 3.4	122.7	5.58	8.40	1.05	6.03	6.31	**11.40**	12.01AM
		ILMON 3.9	119.3	5.51	8.33	12.59	5.56	6.23	11.33	**11.54PM**
	TO-R	CALIENTE 3.0	115.4	s 5.42	s 8.23	**12.51**	s **5.47**	s 6.14	11.25	11.46
		ALLARD 2.3	112.4	5.31	8.15	12.45	5.36	6.06	11.18	11.39
	TO	BEALVILLE 1.8	110.1	5.26	8.10	12.40	5.31	**6.00**	11.13	**11.34**
		CLIFF 3.2	108.3	5.22	8.06	**12.36**	5.27	5.56	11.09	11.30
		ROWEN 3.3	105.1	5.15	**7.59**	12.29	5.20	5.49	11.02	11.23
	TO	WOODFORD 3.0	101.8	f 5.08	7.52	**12.22**	f 5.13	5.42	**10.55**	11.16
		WALONG 2.3	98.8	4.59	7.45	**12.16**	5.06	5.35	10.49	11.10
		MARCEL 2.6	96.5	4.53	7.40	12.11	5.01	5.30	10.44	11.05
		CABLE 3.9	93.9	4.47	7.34	12.05PM	4.55	5.24	10.38	10.59
Double Track	TO-R	TEHACHAPI 1.8	90.0	s 4.37	s 7.26	11.57AM	s 4.47	s 5.16	10.30	10.51
		SUMMIT SWITCH 2.6	88.2	4.29	7.22	11.54	4.42	5.11	10.27	10.48
		MONOLITH 3.0	85.6	f 4.24	**7.18**	11.50	s 4.37	5.06	10.23	10.43
		ERIO 1.9	82.6							
		CAMERON 4.4	80.7	f 4.13	7.11	11.43	4.29	4.57	10.16	10.33
		WARREN 6.4	76.3	3.57	6.59	11.31	4.17	4.44	10.04	10.20
	TO-R	MOJAVE 4.1	69.9	s 3.35 **3.20**	6.40AM	s **11.13**	s 3.58	4.25PM	s 9.45	s 10.00
		FLETA 2.5	65.8	3.11		11.01	3.44		9.21	9.43
		GLOSTER 3.1	63.3	3.07		10.57	f 3.40		9.17	9.39
		ANSEL 3.9	60.2	3.01		10.53	3.35		9.12	9.33
		ROSAMOND 5.6	56.3	f 2.54		10.48	f 3.29		9.06	9.28
		OBAN 5.6	50.7	2.45		10.41	**3.21**		8.59	9.21
	TO-R	LANCASTER 4.3	45.1	s 2.36		10.34	s 3.14		8.52	f 9.14
		DENIS 4.0	40.8	2.25		**10.28**	**3.03**		8.46	9.08
	TO-R	PALMDALE 2.5	36.8	s 2.19		10.23	s 2.58		8.41	9.03
		HAROLD 4.2	34.3	2.11		10.19	2.52		**8.36**	8.59
	TO	VINCENT 4.5	30.1	**2.02**		10.10	2.43		8.27	**8.50**
		PARIS 1.1	25.6	1.46		9.56	2.29		8.11	8.30
		ACTON 2.9	24.5	f 1.43		9.53	f 2.26		8.08	8.27
	TO	RAVENNA 5.6	21.6	f 1.35		9.46	f **2.19**		**8.01**	**8.19**
		RUSS 4.2	16.0	1.22		9.34	2.07		7.49	8.06
	TO	LANG 4.3	11.8	f 1.10		9.23	f **1.57**		7.38	7.55
		HUMPHREYS 3.8	7.5	f 12.56		9.11	1.45		7.26	7.41
		HONBY 3.7	3.7	12.48		9.03	1.37		7.18	7.33
	TO-R	SAUGUS 137 7	0.0	12.40AM		**8.55AM**	**1.29PM**		7.10PM	7.25PM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District		(5 50)	(2.25)	(4.33)	(4.59)	(2 34)	(4 55)	(5 01)
		Average speed per hour		23 60	27.76	30.26	27.63	26.14	28.00	27.44

		STATIONS	Distance from Saugus	THIRD CLASS 263 Freight	321 Local Freight	261 Freight	323 Local Freight	307 Olig Bakersfield Mixed	151 Sunset Ry. Mixed	251 Sunset Manifest Freight	255 Freight
				Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	**Arrive Daily**
Signals Block	TO-R	BAKERSFIELD 0.7	137.7					s 3.35PM	s 4.30PM		
Double Track	TO-R	KERN JCT. 3.4	137.0	11.25AM	1.00PM	2.21PM		3.30PM	4.20PM	1.21AM	4.39AM
		MAGUNDEN 3.1	133.6	11.17	12.45	2.13				1.13	4.31
		EDISON 4.9	130.5	11.10	12.30	2.06				1.06	4.24
	TO	SIVERT 2.9	125.6	11.00	12.08PM	1.56				12.53	4.14
		BENA 3.4	122.7	10.54	**11.58AM**	1.50				**12.43**	4.08
		ILMON 3.9	119.3	10.44	11.43	1.40				**12.28**	3.58
	TO-R	CALIENTE 3.0	115.4	10.31	11.30	1.27				**12.05AM**	3.46
		ALLARD 2.3	112.4	**10.21**	11.05	**1.17**				11.45PM	3.36
	TO	BEALVILLE 1.8	110.1	10.13	**10.46**	1.08				**11.34**	**3.29**
		CLIFF 3.2	108.3	9.57	10.30	12.56				11.18	3.12
		ROWEN 3.3	105.1	**9.46**	10.15	**12.46**				11.07	**3.02**
	TO	WOODFORD 3.0	101.8	9.08	**9.58**	**12.22**				**10.55**	**2.37**
		WALONG 2.3	98.8	8.58	9.33	**12.06PM**				10.35	2.23
		MARCEL 2.6	96.5	**8.50**	9.25	11.59AM				10.27	2.16
		CABLE 3.9	93.9	8.25	**9.05**	11.41				10.08	**1.58**
Double Track	TO-R	TEHACHAPI 1.8	90.0	**8.09**	**8.30** **7.35**	11.29				9.55	1.41
		SUMMIT SWITCH 2.6	88.2	8.05	7.30	11.25				9.48	1.37
		MONOLITH 3.0	85.6	7.59	**7.18**	11.19				9.42	1.32
		ERIO 1.9	82.6								
		CAMERON 4.4	80.7	7.40	6.38	11.00				9.23	1.15
		WARREN 6.4	76.3	7.25	6.15	10.45				9.00	1.00
	TO-R	MOJAVE 4.1	69.9	**7.00**	5.45AM	10.20	4.45PM			**8.30** **7.20**	12.35AM
		FLETA 2.5	65.8	6.19		9.38	4.25			7.05	11.59PM
		GLOSTER 3.1	63.3	6.14		9.33	4.10			6.55	11.54
		ANSEL 3.9	60.2	6.01		9.20	4.00			6.40	**11.41**
		ROSAMOND 5.6	56.3	**5.33**		**9.10**	3.50			6.27	11.28
		OBAN 5.6	50.7	**5.09**		8.59	**3.21**			6.16	11.18
	TO-R	LANCASTER 4.3	45.1	**4.54**		8.44	**2.53**			**5.51**	11.03
		DENIS 4.0	40.8	4.45		8.35	2.38			5.42	10.54
	TO-R	PALMDALE 2.5	36.8	4.37		8.27	2.30			5.34	10.46
		HAROLD 4.2	34.3	**4.28**		8.18	2.15			5.25	10.37
	TO	VINCENT 4.5	30.1	4.03		8.04	**1.45**			5.10	10.23
		PARIS 1.1	25.6	3.33		**7.34**	**12.58**			4.28	9.56
		ACTON 2.9	24.5	3.28		7.29	12.45			4.10	9.52
	TO	RAVENNA 5.6	21.6	3.18		7.19	12.35			**3.53**	9.43
		RUSS 4.2	16.0	**2.55**		**6.53** **6.18**	12.05PM			3.18	**9.23**
	TO	LANG 4.3	11.8	2.38		6.05	11.45AM			**3.05**	**8.58**
		HUMPHREYS 3.8	7.5	2.13		**5.49**	11.15			**2.30**	8.42
		HONBY 3.7	3.7	1.59		5.08	11.00			2.05	8.31
	TO-R	SAUGUS 137 7	0.0	1.45AM		4.53AM	10.45AM			**1.29PM**	8.20PM
				Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		Time over District		(9.40)	(7 15)	(9.28)	(6.00)	(0 05)	(0.10)	(11.52)	(8.19)
		Average speed per hour		14.17	9 25	14.47	11.65	8.40	4.20	11.54	16.47

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
25	Saugus	Fresno
59	Saugus	Fresno

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Tehachapi apply at end of double track.

EASTWARD — FRESNO AND BAKERSFIELD SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS					Time Table No. 145 March 20, 1927			FIRST CLASS				SECOND CLASS	THIRD CLASS	
	304 Porterville Famoso Local Freight Leave Daily Ex. Sunday	312 Exeter Porterville Local Freight Leave Daily Ex. Sunday	328 Fresno Exeter Local Freight Leave Daily Ex. Sunday	96 Fresno Bakersfield Passenger Leave Daily	10 Santa Fe Passenger Leave Daily	58 San Francisco Los Angeles Express Leave Daily	90 Fresno Visalia Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Famoso	55 Tehachapi Arrive Daily	5 Santa Fe Passenger Arrive Daily	97 Visalia Fresno Passenger Arrive Daily	57 Los Angeles San Francisco Express Arrive Daily	313 Porterville Exeter Local Freight Arrive Daily Ex. Sunday	327 Fresno Exeter Local Freight Arrive Daily Ex. Sunday	305 Famoso Porterville Local Freight Arrive Daily Ex. Sunday
BKWFTYP YARD			12.05AM	7.10PM			7.05AM	205.5	TO-R	FRESNO 1.5	104.3	s 11.25AM		s 4.25PM			10.10AM	
I								207.0		A. T. & S. F. Crossing 1.5	102.8							
4			12.25	7.21			f 7.16	208.5		BLOSSOMA 2.1	101.3	f 11.11		f 4.12			9.50	
Spur							f	210.6		ESHEL 1.2	99.2							
19 P			12.35	7.26			f 7.21	211.8		BUTLER 1.2	98.0	f 11.06		f 4.07			9.40	
Y							f	213.0		LOCANS 1.5	96.8	f		f				
22			12.45	7.31			f 7.25	214.5		IVESTA 1.4	95.3	f 11.01		f 4.02			9.25	
82 P			12.50	f 7.34			f 7.28	215.9		CLOTHO 3.9	93.9	f 10.57		f 3.58			9.15	
81 WP			1.15	s 7.43			s 7.36	219.8	TO	SANGER 3.0	90.0	s 10.50		s 3.51			8.50	
14			1.25	f 7.48			f 7.41	222.8		TARN 2.5	87.0	f 10.42		f 3.45			8.30	
P			1.30	f 7.52			f 7.45	225.3		FARGO 2.6	84.5	f 10.37		f 3.40			8.20	
6			1.40	f 7.56			f 7.49	227.9		LACJAC 0.1	81.9	f 10.33		f 3.35			8.10	
								228.0		A. T. & S. F. Crossing (Stop) 1.9	81.8							
49 P			1.55	s 8.04			s 7.57	229.9	TO	REEDLEY 5.1	79.9	s 10.25		s 3.27			7.57	
68 WP			2.15	s 8.14			s 8.07	235.0	TO	DINUBA 2.2	74.8	s 10.15		s 3.17			6.30	
P				f			f	237.2		SMYRNA 2.4	72.6	f						
70 P			2.30	f 8.21			f 8.14	239.6		MONSON 4.0	70.2	f 10.04		f 3.08			6.00	
								243.6		A. T. & S. F. Crossing (Stop) 2.8	66.2							
22 P			2.55	8.34			f 8.27	246.4		TAURUSA 3.0	63.4	f 9.51		f 2.55			5.45	
19				f 8.40			f 8.32	249 4		IVANHOE 2.8	60.4	f 9.46		f 2.50				
14 P			3.20	f 8.45			f 8.37	252.2		ROCHE 0.9	57.6	f 9.41		f 2.45			5.20	
22			3.25	8.47			f 8.39	253.1		CAPLIN 4.3	56.7	f 9.39		f 2.43			5.15	
79 BKWYP		5.00AM	4.00AM	s 9.00		8.58AM	s 8.50AM	257.4	TO-R	EXETER 3.1	52.4	s 9.30		2.35PM	s 9.00PM	4.40AM	5.00AM	
11		5.10		f 9.05		9.03		260.5		BURR 3.8	49.3	9.19			8.52	4.30		
130 P		5.30		s 9.15		s 9.13		264.3	Auto. Block Signals } TO	LINDSAY 4.3	45.5	s 9.13			s 8.46	4.20		
40 P		5.45		s 9.23		s 9.21		268.6	TO	STRATHMORE 2.3	41.2	s 8.59			f 8.37	3.55		
11		5.50		f 9.27		9.26		270.9		ZANTE 1.3	38.9	8.52			8.31	3.40		
Spur								272.2		LISKO 1.5	37.6							
Spur								273.7		KURTH 0.7	36.1							
17 P		6.00		s 9.38		s 9.35		274.4		PORTERVILLE 0.4	35.4	s 8.43			s 8.25	3.30		
46 BKWYP	7.00AM	6.10AM		9.42		9.39		274.8	TO-R	PORTERVILLE-OLIVE ST. 1.7	35.0	8.37			8.20	3.20AM		12.10PM
17	7.05			9.45		9.42		276.5		PONCA 1.5	33.3	8.32			8.15			12.05PM
29	7.10			f 9.48		9.45		278.0		LOIS 4.6	31.8	f 8.29			8.12			11.55AM
21 P	7.25			f 9.56		s 9.53		282.6	TO	TERRA BELLA 4.5	27.2	s 8.21			f 8.04			11.45
71 BKP	7.45			f 10.05	7.08PM	s 10.02		287.1	TO-R	DUCOR 2.9	22.7	f 8.12	s 12.49PM		f 7.56			11.30
21 P	**8.05**			f 10.10	7.13	10.08		290.0		ORRIS 1.5	19.8	f **8.05**	12.43		7.50			11.15
Spur				f	f			291.5		VESTAL 3.4	18.3	f	f					
72 YP	8.25			f 10.18	f 7.21	10.16		294.9		RICHGROVE 4.1	14.9	f 7.57	f 12.34		f 7.42			10.45
24 P	8.40			f 10.25	f **7.35**	**10.23**		299.0		JASMIN 10.8	10.8	f 7.50	f 12.27		f **7.35**			**10.23**
84 BKWTP	9.10AM			s 10.43PM	s 7.53PM	s 10.40AM		309.8	TO-R	FAMOSO (104.3)	0.0	7.33AM	12.10PM		7.18PM			9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex Sunday	Leave Daily Ex. Sunday
	(2.10)	(1.10)	(3 55)	(3.33)	(0.45)	(1.42)	(1.45)			Time over District		(3 52)	(0.39)	(1 50)	(1.42)	(1 20)	(5.10)	(2.25)
	16.15	14 91	13 25	29.38	30.26	30.82	29.65			Average speed per hour		26.97	34 92	28.30	30.82	13.05	10.04	13.79

ADDITIONAL STATIONS:

Goldleaf 209 9	Uva 227 1	Musk 255 1
Rusconi (Spur) 221.8	Efco 227.6	Vance 262 8
Stout 265.8	Dorsey 250.8	Worthing 265.5
Reka 221 0	Lort 254.0	Quality (Spur) 29[illegible]

Westward trains are superior to trains of the same class in the opposite direction.

Schedule for Extension of 93 and 94
Visalia and Exeter
Effective September 25th,1927.

East		West
	Coalinga	12:50 PM
	Ora	12:43
No Change	Huron	12:10 PM
	Lethent	11:42 AM
	Rossi	11:37
	Lemoore	11:30
	Armona	11:15
	Hanford	11:05
	Goshen Jct.	10:35
9:20 PM	Visalia	10:05
9:50 PM	Exeter	9:35 AM

WESTWARD

45	Distance from Exeter	FIRST CLASS 93 Visalia Coalinga Passenger	99 Fresno Visalia Passenger	57 Los Angeles San Francisco Passenger	91 Bakersfield Lemoore Passenger	SECOND CLASS 315 Hanford Tranquility Mixed	319 Mixed	THIRD CLASS 329 Exeter Goshen Jct Local Freight	311 Goshen Jct. Coalinga Local Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunda
	74.9								
	73.4	s 11.55AM							5.00AM
	71.7	f 11.48							4.45
	65.0	f 11.30							4.15
	57.7	f 11.15							3.30
	51.1	s 11.01							2.45
	44.4	f 10.48							2.05
	41.5	f 10.43					s 11.05PM		1.50
	40.4	f 10.40							1.40
	38.9	s 10.36			s 10.51PM		10.55PM		1.30
	36.2	f			f				
	34.1	s 10.25			s 10.40	s 9.25AM			1.00
	31.0								
	30.7	s 10.15			s 10.30	9.15AM			12.15AM
	25.6	f 10.00			f 10.15				11.15PM
	17.9	s 9.40 9.27		s 9.50PM	10.00PM			6.10AM	10.45PM
o Siding)	14.2								
	12.7								
	10.6	9.05							
	10.1	9.00AM	s 10.09AM	s 9.30				5.25	
Stop	10.0								
	8.0		10.00	9.18				5.05	
	5.9								
	4.2		f 9.48	9.12				4.50	
	3.0		9.44	9.09				4.45	
	2.1								
	0.0		9.35AM	9.02PM				4.35AM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon Wed , Friday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
…… ……		(2.55) 21.70	(0.34) 17.82	(0.48 22.37	(0.51) 24 70	(0.10) 20.20	(0.10) 15 60	(1.35) 11.30	(6.15) 8 88

EASTWARD **WESTWARD**

Time Table No. 145

March 20, 1927

Distance from San Francisco	STATIONS	Distance from Pernu
278.6	PERNU JCT.	1.3
	1.3	
279.9	PERNU	0.0
	1.3	

……………………Time over District……………………
……………………Average speed per hour……………………

No. 58 is superior to No. 93 and No. 99. No. 314 is superior to No. 315.

EASTWARD

FRESNO AND BAKER

	SECOND CLASS					FIRST CLASS					
Capacity of sidings in car lengths			304 Porterville Famoso Local Freight	312 Exeter Porterville Local Freight	328 Fresno Exeter Local Freight	96 Fresno Bakersfield Passenger	10 Santa Fe Passenger	58 San Francisco Los Angeles Express	90 Fresno Visalia Passenger	Distance from San Francisco	
			Leave Daily Ex. Sunday	Leave Daily Ex Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKWFTYP YARD					12.05AM	7.10PM			7.05AM	205.5	TO-I
I										207.0	
4					12.25	7.21			f 7.16	208.5	
Spur									f	210.6	
19 P					12.35	7.26			f 7.21	211.8	
Y									f	213.0	
22					12.45	7.31			f 7.25	214.5	
82 P					12.50	f 7.34			f 7.28	215.9	
81 WP					1.15	s 7.43			s 7.36	219.8	TO
14					1.25	f 7.48			f 7.41	222.8	
P					1.30	f 7.52			f 7.45	225.3	
6					1.40	f 7.56			f 7.49	227.9	
										228.0	
49 P					1.55	s 8.04			s 7.57	229.9	TO
68 WP					2.15	s 8.14			s 8.07	235.0	TO
P						f			f	237.2	
70 P					2.30	f 8.21			f 8.14	239.6	
										243.6	
22 P					2.55	8.34			f 8.27	246.4	
19						f 8.40			f 8.32	249 4	
14 P					3.20	f 8.45			f 8.37	252.2	
22					3.25	8.47			f 8.39	253.1	
79 BKWYP				5.00AM	4.00AM	s 9.00		8.58AM	s 8.50AM	257.4	TO-R
11				5.10		f 9.05		9.03		260.5	
130 P				5.30		s 9.15		s 9.13		264.3	Auto. B Signa
40 P				5.45		s 9.23		s 9.21		268.6	TO
11				5.50		f 9.27		9.26		270.9	
Spur										272.2	
Spur										273.7	
17 P				6.00		s 9.38		s 9.35		274.4	
46 BKWYP			7.00AM	6.10AM		9.42		9.39		274.8	TO-R
17			7.05			9.45		9.42		276.5	
29			7.10			f 9.48		9.45		278.0	
21 P			7.25			f 9.56		s 9.53		282.6	TO
71 BKP			7.45			f10.05	7.08PM	s10.02		287.1	TO-R
21 P			8.05			f10.10	7.13	10.08		290.0	
Spur						f	f			291.5	
72 YP			8.25			f10.18	f 7.21	10.16		294.9	
24 P			8.40			f10.25	f 7.35	10.23		299.0	
84 BKWTP			9.10AM			s10.43PM	s 7.53PM	s10.40AM		309.8	TO-R
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
			(2.10) 16.15	(1.10) 14 91	(3 55) 13 25	(3,33) 29,38	(0.45) 30.26	(1.42) 30.82	(1.45) 29.65	....	

ADDITIONAL STATIONS:

Goldleaf	209 9	Uva	227 1	Musk	255 1
Rusconi (Spur)	221.8	Efco	227.6	Vance	262 8
Stout	265.8	Dorsey	250 8	Worthing	265.5
Reka	221 0	Lort	254.0	Quality(Spur)	29

FRESNO AND BAKERSFIELD SUBDIVISION

	EASTWARD										Time Table No. 145		WESTWARD							
Capacity of sidings in car lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS				Distance from San Francisco		March 20, 1927	Distance from Exeter	FIRST CLASS				SECOND CLASS		THIRD CLASS	
	310	314	326	318	94	98	58	92					93	99	57	91	315	319	329	311
	Coalinga Goshen Jct. Local Freight	Kerman Hanford Mixed	Goshen Jct Exeter Local Freight	Mixed	Coalinga Visalia Passenger	Visalia Fresno Passenger	San Francisco Los Angeles Express	Lemoore Bakersfield Passenger			STATIONS		Visalia Coalinga Passenger	Fresno Visalia Passenger	Los Angeles San Francisco Passenger	Bakersfield Lemoore Passenger	Hanford Tranquility Mixed	Mixed	Exeter Goshen Jct Local Freight	Goshen Jct. Coalinga Local Freight
	Leave Daily Ex. Sunda	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Tues., Thurs., Sat	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunda
Spur									269.9		ORUMP 1.5	74.9								
80 BKYP	6.00AM				6.30PM				268.4	TO-R	COALINGA 1.7	73.4	s 11.55AM							5.00AM
42 FP	6.10				f 6.35				266.7		ORA 6.7	71.7	f 11.48							4.45
18 P	6.30				f 6.47				260.0		TURK 7.3	65.0	f 11.30							4.15
44 P	7.00				f 7.02				252.7		HURON 6.6	57.7	f 11.15							3.30
52 P	7.25				s 7.14				246.1	TO	WESTHAVEN 6.7	51.1	s 11.01							2.45
9 P	7.50				f 7.26				239.4		LETHENT 2.9	44.4	f 10.48							2.05
70 YP	8.05			12.26AM	f 7.31				236.5	R	ROSSI 1.1	41.5	f 10.43					s 11.05PM		1.50
Spur					f				235.4		HEINLEN 1.5	40.4	f 10.40							1.40
61 BKP	8.35			s 12.35AM	s 7.39			7.44AM	233.9	TO-R	LEMOORE 2.7	38.9	s 10.36			s 10.51PM		10.55PM		1.30
Spur					f				231.2		ORION 2.1	36.2	f			f				
East 44 West 39 WYP	9.25	8.35AM			s 7.50			s 8.05	229.1	TO-R	ARMONA 3.1	34.1	s 10.25			s 10.40	s 9.25AM			1.00
I									232.2		A. T. & S. F. CROSSING 0.3	31.0								
60 P	10.15	s 8.45AM			s 8.05			s 8.18	232.5	TO	HANFORD 5.1	30.7	s 10.15			s 10.30	9.15AM			12.15AM
59	10.45				f 8.13			f 8.26	237.6		REMNOY 7.7	25.6	f 10.00			f 10.15				11.15PM
99 BKWFYP	11.15AM		3.00AM		s 8.25 9.00		8.10AM	s 8.38AM	245.3	TO-R	GOSHEN JCT. 3.7	17.9	s 9.40 9.27		s 9.50PM	10.00PM			6.10AM	10.45PM
									249.0		FAXON (No Siding) 1.5	14.2								
Spur									250.5		JACOBS 2.1	12.7								
17									252.6		WEST VISALIA 0.5	10.6	9.05							
45 P			3.45		s 9.20PM	2.00PM	s 8.31		253.1	TO-R	VISALIA 0.1	10.1	9.00AM	s 10.09AM	s 9.30				5.25	
									253.2		A. T. & S. F. CROSSING Stop 2.0	10.0								
P			4.05			2.08	8.39		255.2		AMBLER 2.1	8.0		10.00	9.18				5.05	
Spur									257.8		RECTOR 1.7	5.9								
8 P			4.20			f 2.14	8.45		259.0	TO	FARMERSVILLE 1.2	4.2		f 9.48	9.12				4.50	
P			4.25			2.18	8.48		260.2		GIANT OAK 0.9	3.0		9.44	9.09				4.45	
									261.1		LUNA 2.1	2.1								
79 BKWYP			4.35AM			s 2.25PM	s 8.55AM		263.2	TO-R	EXETER	0.0		9.35AM	9.02PM				4.35AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arr. Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(74.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon Wed., Friday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(5.15) 10.57	(0.10) 20.20	(1.35) 11.30	(0.09) 17.33	(2.50) 22.34	(0.25) 24.24	(0.45) 23.86	(0.54) 23.33			..........Time over District.......... ....Average speed per hour..........		(2.55) 21.70	(0.34) 17.82	(0.48 22.37	(0.51) 24 70	(0.10) 20.20	(0.10) 15 60	(1.35) 11.30	(6.15) 8 88

EASTWARD		Time Table No. 145		WESTWARD
Capacity of sidings in car lengths	Distance from San Francisco	March 20, 1927	Distance from Jovista	
		STATIONS		
	294.9	RICHGROVE 2.7	4.1	
	297.6	TROCHA 1.4	1.4	
	299.0	JOVISTA	0.0	
		(4.1)		
		..........Time over District.......... ....Average speed per hour..........		

EASTWARD		Time Table No. 145		WESTWARD
Capacity of sidings in car lengths	Distance from San Francisco	March 20, 1927	Distance from Pernu	
		STATIONS		
	278.6	PERNU JCT. 1.3	1.3	
	279.9	PERNU	0.0	
		1.3		
		..........Time over District.......... ....Average speed per hour..........		

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 58 is superior to No. 93 and No. 99. No. 314 is superior to No. 315.

FRESNO AND BAKERSFIELD SUBDIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS	Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Hardwick	WESTWARD SECOND CLASS
	316 Tranquility Armona Mixed					315 Hanford Tranquility Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
Y		181.9	R	INGLE 5.3	42.8	
44	12.05 PM	187.2	TO	TRANQUILITY 4.5	37.0	s 11.55 AM
41	s 12.23	191.7	TO	SAN JOAQUIN 3.2	32.5	s 11.43
10	f 12.36	194.9		CALDWELL 3.8	29.3	f 11.33
Spur		198.7		NARES 0.3	25.5	
29	f 12.53	199.0	TO	HELM 7.2	25.2	f 11.23
13	s 1.22	206.2		BURREL 3.2	18.0	s 11.03
3	f 1.35	209.4		BENDER 5.2	14.8	f 10.53
10	s 2.00	214.6	TO	RIVERDALE 2.6	9.6	s 10.40
Spur	f 2.11	217.2		ROBINSON 2.0	7.0	f 10.28
Spur	f 2.19	219.2		HUB 1.8	5.0	f 10.22
		221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2	
Spur	f 2.30	221.8		LYNN 1.7	2.4	f 10.13
Spur		223.5		HASSET 0.7	0.7	
52	s 2.40 PM	224.2	TO-R	HARDWICK	0.0	10.05 AM
	Arrive Daily Ex. Sunday			(42.3)		Leave Daily Ex. Sunday
	(2.35) 14.32			Time over District Average speed per hour		(1.50) 20.18

Capacity of sidings in car lengths	EASTWARD SECOND CLASS		Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Armona	WESTWARD SECOND CLASS	THIRD CLASS
	316 Tranquility Armona Mixed	314 Kerman Hanford Mixed					315 Hanford Tranquility Mixed	317 Armona Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
48 BWYP		6.45 AM	193.0	TO-R	KERMAN 6.7	36.1		s 5.00 PM
63		f 7.00	199.7		MCMULLIN 5.4	29.4		f 4.45
43		f 7.15	205.1	TO	RAISIN CITY 5.6	24.0		f 4.30
53		f 7.30	210.7	TO	CARUTHERS 6.1	18.4		f 4.15
43		f 7.45	216.8		CANDO 3.5	12.3		f 4.00
			220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8		
46		f 7.55	220.6		LILLIS 2.4	8.5		f 3.50
51	2.41 PM	s 8.00	223.0	TO-R	HARDWICK 2.3	6.1	s 10.00 AM	f 3.45
	f 2.48	f 8.05	225.3		KIMBLE 3.8	3.8	f 9.55	f 3.40
44 WYP	s 3.00 PM	s 8.15 AM	229.1	TO-R	ARMONA	0.0	9.45 AM	3.30 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(36.1)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.19) 19.26	(1.30) 24.06			Time over District Average speed per hour		(0.15) 24.40	(1.30) 24.06

Capacity of sidings in car lengths	EASTWARD SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Friant	WESTWARD FIRST CLASS	THIRD CLASS
	308 Local Freight	104 Fresno Friant Passenger					105 Friant Fresno Passenger	309 Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00 AM	8.00 AM	205.5	TO-R	FRESNO 1.6	24.4	s 3.50 PM	12.30 PM
I			207.1		A. T. & S. F. CROSSING 2.3	22.8		
Spur	6.20	f 8.15	209.4		BARTON 2.2	20.5	f 3.38	12.05 PM
Spur			211.6		GRANZ 0.2	18.3		
Spur	6.30	f 8.20	211.8		MALTERMORO 0.3	18.1	f 3.33	11.55 AM
			212.1		NAVIN 0.8	17.8		
14	6.35	f 8.23	212.9		LAS PALMAS 0.3	17.0	f 3.30	11.45
			213.2		FRESNO INTERURBAN RY. CROSSING 0.4	16.7		
Spur	6.41	f 8.25	213.6		EGGERS 0.3	16.3	f 3.28	11.40
8			213.9		VANRIS 1.0	16.0		
32	6.47	f 8.28	214.9		TARPEY 1.2	15.0	f 3.25	11.30
21	6.53	f 8.31	216.1		MELVIN 1.3	13.8	f 3.22	11.20
41 W	7.10	s 8.34	217.4	TO	CLOVIS 1.1	12.5	s 3.19	11.12
11	7.18	f 8.37	218.5		GLORIETTA 2.4	11.4	f 3.16	10.45
72 K	7.28	f 8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f 3.11	10.33
42	7.36	f 8.46	222.9		GORDON 0.7	7.0	f 3.07	10.25
35	7.45	s 8.50	223.6		EL PRADO 1.2	6.3	s 3.05	10.20
		f	224.8		BURKHEAD 0.9	5.1	f	
			225.7		ROCKFIELD 0.3	4 2		
			226.0		GAND 3.9	3.9		
68 BKT	8.15 AM	s 9.05 AM	229.9	TO-R	FRIANT	0.0	2.45 PM	9.45 AM
	Arrive Daily Ex. Sunday	Arrive Daily			(24.4)		Leave Daily	Leave Daily Ex. Sunday
	(2.15) 10.84	(1.05) 22.36			Time over District Average speed per hour		(1.05) 22.36	(2.45) 8.87

Capacity of sidings in car lengths	EASTWARD SECOND CLASS	Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Stratford	WESTWARD SECOND CLASS
	318 Mixed					319 Mixed
	Leave Mon. Wed and Fri.			STATIONS		Arrive Mon. Wed and Fri
45 Y	11.50 PM	244.1	TO-R	STRATFORD 2.5	0.0	s 11.40 PM
56	f 12.05 AM	241.6		MARSALA 1.7	2.5	f 11.26
43	f 12.15	239.9		CUNEO 3.4	4.2	f 11.20
70 YP	s 12.25 AM	236.5	R	ROSSI	7.6	11.10 PM
	Arrive Tues., Thurs., Sat.			(7.6)		Leave Mon. Wed and Fri
	(0.35) 13.02			Time over District Average speed per hour		(0.30) 15.20

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 314 is superior to No. 315.

FRESNO AND BAKERSFIELD SUBDIVISION

Capacity of sidings in car lengths.	EASTWARD SECOND CLASS			EASTWARD FIRST CLASS	Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Olig	WESTWARD THIRD CLASS			
		306 Bakersfield Olig Mixed	260 Sunset Ry Freight	152 Sunset Ry. Passenger					259 Sunset Ry. Freight	307 Olig Bakersfield Mixed	151 Sunset Ry. Mixed	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
KI		8.05AM	4.50AM	9.35AM	313.6	TO-R	KERN JCT.	49.1	12.30PM	3.30PM	4.20PM	
							1.7					
					315.3		BAKERSFIELD CORRALS	47.4				
							1.4					
Spur					316.7		STRADER	46.0				
							2.1					
43 P		f 8.20	5.10	f 9.47	318.8		WIBLE ORCHARD	43.9	12.15	f 3.15	f 4.05	
							1.7					
Spur					320.5		VENOLA	42.2				
							2.1					
54 YP		s 8.35	5.25AM	s 9.55AM	322.6	TO-R	GOSFORD	40.1	12.05PM	s 3.00	3.55PM	
							5.8					
46 WP		f 8.50			328.4		STEVENS	34.3		f 2.35		
							2.3					
Spur		f			330.7		STRAND	32.0		f		
							4.4					
		f 9.10			336.1		RIO BRAVO	27.6		f 2.15		
							7.7					
		f 9.30			342.8		BOWERBANK	19.9		f 1.55		
							2.6					
		f			345.4		KILOWATT	17.3		f		
							0.9					
91 P		s 9.45			346.3	TO	BUTTONWILLOW	16.4		s 1.45		
							4.2					
64 WP		f 9.55			350.5		LOKERN	12.2		f 1.15		
							8.9					
		10.25			359.4		ASPHALTO	3.3		12.35		
							1.2					
30 YP		s 10.50			360.6	TO-R	McKITTRICK	2.1		s 12.30PM		
							2.1					
		s 11.05AM			362.7	R	OLIG	0.0		11.20AM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(49.1)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(3.00) 16.37	(0.35) 15.43	(0.20) 27.00			Time over District Average speed per hour		(0.25) 21.60	(4.10) 11.78	(0.25) 21.60	

Capacity of sidings in car lengths.	EASTWARD SECOND CLASS				Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Springville	WESTWARD THIRD CLASS			
				324 Mixed					325 Mixed			
				Leave Tues., Thurs., Sat.			STATIONS		Arrive Tues., Thurs., Sat.			
46 BKWYP				6.00AM	274.8	TO-R	PORTERVILLE-OLIVE ST.	15.9	s 10.05AM			
							0.8					
					275.6		A. T. & S. F. CROSSING (Stop)	15.1				
							2.5					
Spur				f 6.14	278.1		ADOBE	12.6	f 9.50			
							0.5					
					278.6		PERNU JCT.	12.1				
							1.4					
				f 6.23	280.0		WORTH	10.7	f 9.40			
							1.6					
Spur				f 6.31	281.6		MAGNESITE JCT.	9.1	f 9.30			
							0.8					
30				f 6.40	282.4		SUCCESS	8.3	f 8.25			
							5.7					
				f 7.05	288.1		CLAVIOLE	2.6	f 8.00			
							2.6					
23 Y				7.20AM	290.7	TO-R	SPRINGVILLE	0.0	7.45AM			
				Arrive Tues., Thurs., Sat.			(15.9)		Leave Tues., Thurs., Sat.			
				(1.20) 11.92			Time over District Average speed per hour		(2.20) 6.81			

BAKERSFIELD AND SAUGUS SUBDIVISION.

Capacity of sidings in car lengths.	EASTWARD FIRST CLASS		Distance from San Francisco		Time Table No. 145 March 20, 1927	Distance from Owenyo	WESTWARD FIRST CLASS	
		88 Mojave Owenyo Passenger					89 Owenyo Mojave Passenger	
		Leave Daily			STATIONS		Arrive Daily	
BKWFTYP Yard		4.15AM	380.7	TO-R	MOJAVE	143.5	s 9.35PM	
					1.3			
51		f 4.20	380.8		CHAFFEE	142.2	f 9.30	
					3.2			
53		f 4.27	384.0		CAMBIO	139.0	f 9.21	
					4.3			
52		f 4.36	388.3		TRESCAPE	134.7	f 9.11	
					4.6			
53		f 4.46	392.9		NEURALIA	130.1	f 9.01	
					4.4			
52		f 4.55	397.3		CINCO	125.7	f 8.51	
					5.2			
East 53 West 53 W		s 5.06	402.5		CANTIL	120.5	s 8.40	
					2.8			
Spur		f	405.3		GYPSITE	117.7	f	
					2.2			
43		f 5.16	407.5		CENEDA	115.5	f 8.30	
					1.0			
6		f 5.18	408.5		SALTDALE	114.5	f 8.28	
					2.1			
		f	410.6		TOBY	112.4	f	
					1.6			
East 52 West 75 Y		f 5.26	412.2		GARLOCK	110.8	f 8.20	
					4.2			
53		f 5.35	416.4		GOLER	106.6	f 8.11	
					4.1			
53		f 5.44	420.5		RAND	102.5	f 8.02	
					4.1			
53		f 5.54	424.6		TEAGLE	98.4	f 7.53	
					3.8			
53 Y		s 6.11	428.4	TO	SEARLES	94.6	s 7.45	
					4.4			
53		f 6.20	432.8		RADEMACHER	90.2	f 7.35	
					5.5			
57		f 6.31	438.3		CODE	84.7	f 7.24	
					4.1			
53		f 6.39	442.4		TERESE	80.6	f 7.16	
					4.8			
53		s 6.48	447.2	TO	INYOKERN	75.8	s 7.07	
					4.5			
53 W		s 6.57	451.7		LELITER	71.3	s 6.58	
					4.6			
53		s 7.06	456.3		BROWN	66.7	s 6.49	
					4.4			
53		f 7.15	460.7		LINNIE	62.3	f 6.40	
					3.6			
53		f 7.22	464.3		NARKA	58.7	f 6.33	
					4.0			
52		s 7.30	468.3		LITTLE LAKE	54.7	s 6.26	
					3.2			
52 Y		f 7.37	471.5		COSO	51.5	f 6.19	
					4.1			
53		f 7.45	475.6		SYKES	47.4	f 6.12	
					4.3			
53		f 7.53	479.9		TALUS	43.1	f 6.05	
					4.2			
52 W		f 8.04	484.1		HAIWEE	38.9	f 5.57	
					4.4			
58		f 8.12	488.5		LOCO	34.5	f 5.47	
					4.8			
53		f 8.21	493.3		OLANCHA	29.7	s 5.38	
					4.4			
58		f 8.31	497.7	TO	CARTAGO	25.3	f 5.30	
					4.6			
57		f 8.40	502.3		MONACHEE	20.7	f 5.20	
					4.0			
57		f 8.47	506.3		BRIER	16.7	f 5.14	
					2.9			
		f	509.2		BARTLETT	13.8	f	
					1.1			
57		f 8.54	510.3		SKINNER	12.7	f 5.08	
					4.0			
57 W		f 9.01	514.3		DIAZ	8.7	f 5.02	
					4.5			
East 61 West 58		s 9.10	518.8		LONE PINE	4.2	s 4.55	
					4.2			
BKFY		s 9.20AM	523.0	TO-R	OWENYO	0.0	4.45PM	
		Arrive Daily			(143.5)		Leave Daily	
		(5.05) 28.23			Time over District Average speed per hour		(4.50) 29.68	

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD — WESTWARD

	SECOND CLASS		FIRST CLASS			Time Table No. 145 March 20, 1927		THIRD CLASS	
Capacity of sidings in car lengths	154 Mixed	260 Sunset Ry. Freight	152 Sunset Ry. Mixed	Distance from San Francisco		STATIONS	Distance from Maricopa	259 Sunset Ry. Freight	151 Sunset Ry. Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
54 YP		5.25 AM	9.55 AM	322.6	TO-R	GOSFORD	31.9	12.05 PM	s 3.55 PM
						3.0			
8			f 10.01	325.6		BANNISTER	28.9		3.45
						1.6			
67		5.45	f 10.05	327.2		ARTWELL	27.3	11.40	3.40
						4.9			
92		6.05	f 10.15	332.1		CONNER	22.4	11.25	f 3.25
						4.7			
71 W		6.30	10.25	336.8		MILLUX	17.7	11.10	f 3.10
						6.7			
66		7.10	**10.45**	343.5		KYAN	11.0	**10.45**	f 2.49
						6.5			
66 Y	1.15 PM	7.30 AM	s 10.57 AM	350.0	R	PENTLAND	4.5	10.00 AM	f 2.25
						2.7			
71 Y	f 1.25			352.7		HAZELTON	1.8		f 2.15
						1.8			
Yard	1.35 PM			354.5	TO-R	MARICOPA	0.0		2.05 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(31.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20)	(2.05)	(1.02)			Time over District		(2.05)	(1.50)
	(13.5)	(13.1)	(26.5)			Average speed per hour		(13.1)	(18.00)

EASTWARD — WESTWARD

	SECOND CLASS	FIRST CLASS			Time Table No. 145 March 20, 1927		SECOND CLASS	THIRD CLASS
Capacity of sidings car lengths	260 Sunset Ry. Freight	152 Mixed	Distance from San Francisco		STATIONS	Distance from Shale	153 Mixed	259 Sunset Ry. Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
66 Y	7.40 AM	10.58 AM	350.0	R	PENTLAND	17.0	s 1.10 PM	9.35 AM
					2.2			
	7.50	f 11.05	352.2		KERTO	14.8	f 1.04	9.25
					2.0			
	8.00	f 11.14	354.2		SIGNA	12.8	f 12.58	9.15
					4.5			
Yard BK	8.15 AM	s 11.50 AM	358.7	TO-R	TAFT	8.3	s 12.45	9.00 AM
					3.8			
50		f 12.01 PM	362.5		MIDOIL	4.5	f 12.35	
					2.0			
Yard		s 12.07	364.5	TO	FELLOWS	2.5	f 12.30	
					0.7			
		f 12.10	365.2		VERNETTE	1.8	f 12.25	
					1.8			
44 Y		s 12.15 PM	367.0	R	SHALE	0.0	12.20 PM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. S nday			(17.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.35)	(1.17)			Time over District		(0.50)	(0.35)
	(14.9)	(13.2)			Average Speed per Hour		(20.4)	(1.49)

ADDITIONAL STATIONS

Levee	339.1	Lowry	357.8
Bronco Oil Co.	351.1	Kelsey	359.4
Anaconda	353.9	Equitable Petroleum Co.	359.7
Snooks	354.0	Sanben	360.0
California National Supply Co.	354.1	Milso	360.3
New Center Oil Co.	354.2	Chanslor	361.2
Fulton Oil Co.	354.3	Noal	362.0
National Supply Co.	354.4	Canfield	362.3
Nibo	351.2	Walren	363.2
El Dora	351.4	Premier	363.7
Ranza	351.6	K. T. O. Co.	364.0
Welco	352.6	C. C. M. O. Co.	364.3
Lio	352.8	Monmouth	365.1
Winoil	353.4	Supplico	365.5
Copen	353.7	A. O. T. Co.	365.9
E. E. Jones	355.1	Visalia Midway	366.1
Richfield	357.2	Recovery	366.4

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Rule 2—Watch Inspector. H. Reader—Shamrock Jewelry Co., Taft.

Rule 83 (C)—Extras register at Pentland.

Rule 83 (D)—Trains must obtain a clearance card at Maricopa when operator on duty.

Rule 93—**Yard Limits**—Are defined by yard limit signs at the following stations:

Pentland Taft.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles per Hour.

Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

BETWEEN	Passenger	Freight	Running Backward
Gosford and Pentland	40	30	20
Except with large loaded oil cars	....	25	....
Pentland and Maricopa	30	25	20
Except with large loaded oil cars	....	20	....
Pentland and Shale	30	25	20
Except with large loaded oil cars	....	20	....
East Switch Long Siding at Taft and derailer in main track west of Taft	15	10	10

MISCELLANEOUS

1. At Pentland, normal position of junction switch will be for Taft line.
2. There is a spring derailer on main track 900 feet west of west switch at Taft.
3. Nos. 153 and 152 will stop on flag at Winoil and K. T. O. Co., to receive and discharge passengers.

LIST OF SURGEONS

Name	Title	Location
Dr. J. V. Gilbert	District Surgeon	Maricopa, Calif.
Dr. L. Heuler	District Surgeon	Fellows, Calif.
Dr. A. R. Moodie	District Surgeon	Taft, Calif.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco
Fresno, 2041 Fresno St........Bert Fuller
Porterville..............E. J. Hepburn
Hanford...........Hanford Jewelry Co.
Bakersfield, 902 Baker St...E. L. Reiding
Coalinga...............Henry Cassriel
Visalia....................C. T. Kathe
Palmdale................E. B. Melchor
Los Angeles, 445 So. Spring St. G. D. Davidson Co.
Los Angeles, 301 O. T. Johnson Bldg. Newton Moore
Los Angeles, 2628 No. Broadway Walter Kursinski
Los Angeles, 2635 Dayton Ave. E. E. Tompkins

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso..............Trains on Fresno Branch.
Ducor...............Trains on Minkler-Southern Branch.
Exeter...............Trains on Visalia Branch.
Hardwick.............Trains on Riverdale Branch.
Ingle.................Trains on Riverdale Branch.

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno...............Trains on Fresno and Friant Branches.
Porterville............Trains on Springville Branch.
Rossi................Trains on Stratford Branch.
Goshen Junction......Trains on Visalia Branch.
Ingle................Trains on Riverdale Branch.
Richgrove............Trains on Richgrove Branch.
Magunden............Trains on Arvin Branch.
Mojave..............Trains on N. & C. Branch.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Rossi.................Third-class trains.
Oil Jct.....
Visalia.....
Ducor.....
Caliente....
Lancaster..
Palmdale...
........Trains originating and terminating.
Famoso...............Trains to and from Porterville Branch.
Tehachapi............First and second class trains, and trains originating and terminating.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct...........Nos. 25, 26, 59 and 60.
Kern Jct.............Santa Fe trains and S. P. first class trains.
Tehachapi...........First and second class trains.
Porterville Olive St.....First class trains.
Famoso ....Trains to and from Porterville Branch.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (C). Extras register at Porterville Olive St., Exeter, Visalia, Goshen Jct., Armona, Hardwick, Mojave and Friant.

RULE 83 (D). Trains must obtain clearance card before leaving:

McKittrick...Westward trains
Coalinga......All trains when operator on duty
Hardwick.....To and from Riverdale Branch when operator on duty
Goshen Jct....All trains via Hanford and Visalia

RULE 93. Yard Limits: Are defined by yard limit signs at the following stations

FRESNO
GOSHEN JCT.
BAKERSFIELD
TEHACHAPI
MOJAVE
EXETER
LINDSAY
PORTERVILLE
VISALIA
SAUGUS
COALINGA
ARMONA
HARDWICK
HANFORD

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:

Sivert......................................For westward track

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lajac, STOP.
A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
Laton & Western Railway, 1743 feet west of Lillis, STOP.
Laton & Western Railway, 4129 feet west of Lynn, STOP.
A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
Fresno Interurban Railway, 1771 feet east of Las Palmas. Unless clear view and crossing seen to be unobstructed, STOP.

RULE 221. That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAP is located at

Acton......Westward trains, 500 feet west of west switch.

RULE 820. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 867. On westward freight trains exceeding 75 cars, when conditions are favorable and in judgment of the conductor it is safe to do so, run may be made from Bakersfield to Tipton and from Tipton to Fresno without stopping for train inspection.

It must be distinctly understood that thorough train inspection will be made at any intermediate stops.

RULE 876. Running air brake test as per Rule 875 of Transportation Rules and Rule 17 of Air Brake Rules, will be made by all passenger trains at Summit Switch and between initial and crossover switches at Vincent.

Rear end test will be made on all freight trains at Vincent, and on westward passenger trains stopping at Tehachapi and all passenger trains stopping at Vincent.

Trains stopping at Summit Switch will make rear end air test as per Rule 17.

Westward freight trains not stopping at Summit Switch will make running air brake test between wye switches as follows:

While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds more so as to make a total reduction of 10 pounds before releasing.

Conductor will note reduction in brake pipe pressure on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed to head end by other trainmen from their portion of the train, providing they note release at the retainer of the car upon which they are riding.

If conductor is on the head end, rear brakeman is held responsible for such observance of the gauge as will insure against danger from closed angle cock or low pressure. When such observance indicates danger, take any needed precaution as the circumstances warrant.

If releasing of brakes cannot be made at a speed greater than 15 miles per hour, stop and make rear end air test as per Rule 17.

At any point where brake pipe has been separated, rear end test will be made in accordance with Rule 875 of Transporation Rules and Rule 17 of Air Brake Rules.

Leading enginemen will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one long blast of the steam whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake Rules.

RULE 887. Specific locations where exceptions shall apply are as follows:

Famoso...........Eastward trains.
Caliente...........Eastward trains.
Woodford.........Eastward trains.
Lancaster.........Eastward trains.
Ravenna..........Westward trains.
Lang..............Westward trains.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

When block signals located at end of double track at Sivert or Tehachapi indicate stop, in addition to complying with rule 509, be governed by rules 628 and 663.

INTERLOCKING

FRESNO TOWER —A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch

For main track, one long whistle (———).

To or from spur track, one long and one short whistle (——— o).

SUN MAID TOWER —A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch

One long whistle (———).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (——— o ———).

Westward trains, one long whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford

One long whistle (———).

TULARE TOWER—A. T. & S F. Crossing 0.3 mile west of Tulare

One long whistle (———).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (———).

For movement over crossing on siding, one long, one short and one long whistle (——— o ———).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (——o).

Between main track and transfer track, one short, one long and one short whistle (o ——— o).

No. 1 track, two short, one long and one short whistles (o o ——— o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green........Westward track to S. P. single track.
Yellow.......To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green........Eastward main track.
Yellow.......Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

TEHACHAPI

Main track movements (to or from double track) one long whistle (———).

No. 1 siding, one short, one long and one short whistle (o ———o).

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o ——— ———).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (——— o o ———).

STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1 27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTER-BALANCED

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles Per Hour.
Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-4-5	Fresno and one mile west of Ilmon, except:	50	35	20
2-3	Fresno, within city limits	With	Caution	
2-3	Fresno, within city limits, along or across street crossings	8	8	8
2-3	Fresno yard, outside city limits west of Calwa Tower	15	10	10
2-3	Fowler, within city limits	10	10	10
2-3	Selma, within city limits, between 5 a. m. to 11 p. m.	15	15	15
2-3	Kingsburg, within city limits, between 4 a. m. to 11 p. m.	20	20	20
2-3	Goshen Junction yard	25	25	20
2-3	Tulare, within city limits	15	15	15
2-3-4-5	Bakersfield, within city limits	6	6	6
2-3-4-5	Bakersfield Yard, outside city limits	35	20	20
4-5	1 mile west of Ilmon and 1 mile west of Tehachapi	30	20	15
4-5	1 mile west of Tehachapi and 1 mile east of Cameron	50	35	20
4-5	1 mile east of Cameron and Mojave, except:	45	20	20
4-5-10	Mojave Yard	15	10	10
4-5	Mojave and 1 mile east of Cameron (Westward freight trains)		35	10
4-5	Mojave and Mile Post 417 (.7 mile east of Harold), except:	50	35	20
4-5	Mile Post 417 and Palmdale (Westward Freight Trains)		22	20
4-5	Mile Post 417 (.7 mile east of Harold) and Lang	30	20	15
4-5	Lang and Saugus	30	22	15
6	Fresno and Famoso via Sanger and Porterville, except:	40	30	20
6-8	Fresno, within city limits	With	Caution	
6-8	Fresno, within city limits, along or across street crossings	8	8	8
6-8	Fresno Yard, outside city limits	15	10	10
6	Reedley, within city limits	15	15	15
6	Exeter, within city limits	10	10	10
6	Lindsay, within city limits	15	15	15
6	Porterville, within city limits	8	8	8
6	On curve west of Orris	30	20	20
10	Richgrove and Jovista, straight track	25	25	20
10	Richgrove and Jovista, curve track	15	15	10
8	Ingle and 1 mile west of Riverdale	35	25	15
8	1 mile west of Riverdale and Hardwick	20	20	15
7-8	Kerman and Exeter via Hanford and Visalia, except:	40	30	20
7	Hanford, within city limits	8	8	8
7	Visalia, within city limits	15	15	15
7	On curve at Ambler	30	20	20
7	Armona and Crump, except:	40	25	20
7	Huron and Turk, on curves	30	18	15
8	Fresno and Gordon, except:	30	25	20
8	Barton and Maltermoro, on curves	25	18	15
8	Clovis, within city limits	8	8	8
8	Gordon and Friant	25	18	15
9	Bakersfield and Gosford	40	25	20
9	Gosford and Mile Post 354½, except:	30	25	20
9	First Curve east of Lokern	30	20	15
9	Mile Post 354½ and Olig, except:	20	20	15
9	With large loaded oil cars		15	15
8	Rossi and Stratford	25	25	15
9	Porterville and Springville	20	15	10
10	Mojave and Rademacher	30	25	20
10	Rademacher and Owenyo	40	30	20
6-7	Visalia Branch and Fresno Branch, Junction switch, over east leg of wye at Exeter	10	10	10
	Through interlocking plants	With	Caution	
	Through crossovers, and turnouts, except:	8	8	8
	To double track, Sivert	20	20	15

ON ALL CURVES OF 6 DEGREES OR OVER LISTED BELOW:

Maximum—except where less speed prescribed in Speed Restrictions, be governed thereby:

	Passenger	Freight	Running Backward
F-3, F-4 and F-5 type engines	25	20	15
Other engines, except Santa Fe 3800 type	30	20	15
Santa Fe 3800 type engines	20	20	15

Page	STATION	Mile Post	Curve
4-5	½ mile west of Ilmon to 1 mile west of Tehachapi	330.5—358.8	Various
4-5	Harold to Lang	416.3—438.8	Various
4-5	Lang to Saugus	438.8—450.6	Various
9	Lokern to Asphalto	350.7—350.8	7 Degrees
8	Barton	209.1—209.3	10 Degrees
8	Maltermoro	211.9—212.2	10 Degrees
9	Gordon to El Prado	223.2—223.7	10 Degrees
9	El Prado to Friant	224.9—225.3	10 Degrees
9	Worth to Magnesite Jct	281.3—281.5	7 Deg. 30 Min.
9	Success to Springville	287.0—289.0	Various

OTHER MAXIMUM SPEEDS.

Subject to Speed Restrictions.

	M. P. H
Mikado, F-1 type and Consolidation engines	45
F-3, F-4, F-5 and Santa Fe 3800 type engines	Freight Speed
F-3, F-4, F-5 and Santa Fe 3800 type engines, backward movement over switch turnouts	8
Mallet engine (except where freight speed is less, be governed thereby)	25
Yard engines (except where freight speed is less, be governed thereby)	20

Unless otherwise specified, maximum speed of 5000 class and F-5 type engines in passenger service is as follows:

Tangent Track.........45 miles per hour.
Curves 7 to 10 degrees...25 miles per hour.
On Lighter Curves......Same restrictions as applicable to locomotives of lighter type.

Between one mile east of Cameron and Mojave Yard maximum speed of engines running light over eastward track will be 25 miles per hour.

Engines running light must not exceed freight speed, except Consolidation and lighter engines may run 25 miles per hour where freight speed is 20 or 22 miles per hour.

Trains handling relief outfit must not exceed 25 miles per hour on main track, Exeter and Kerman, Fresno and Famoso, via Sanger, 15 miles per hour over other lines and 15 miles per hour on curves of 5 degrees and over. Where freight speed is less, be governed thereby.

Nos. 25 and 59 will not make up any time on their schedules between Tehachapi and Ilmon.

When Locomotive Cranes, of the type of SPMW 3636, are placed in trains, they must be handled with the heavy end forward, except where it is impossible to turn them, in which case they must be turned at the first available point.

In isolated cases, where it becomes absolutely necessary to handle these cranes with the light end forward, extreme care must be exercised and speed of 25 miles per hour not exceeded.

MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection.

Marcel.—(Unless stop made as noted below.)
Rowen.—(Unless stop made as noted below.)

Cooling stations at Marcel and Rowen based on continuous run without interference.

In order to take care of short movements, one siding to another, be governed by the following:

At irregular stops when 10 minutes is allowed for purpose of cooling wheels and making train inspection, it must be understood that after the first stop, based on not to exceed seven miles as a continuous run, train must not proceed for greater distance than 8 miles before again stopping 10 minutes to allow wheels to cool and make train inspection. After the second stop, greater distance than 10 miles must not be made before again stopping 10 minutes to permit of cooling wheels and making train inspection. Particular care must be taken to see that continuous run is not made from Rowen to Caliente when a continuous run of not to exceed seven miles has not been made prior to arrival Rowen.

The following examples are cited to illustrate application of the above rule:

On westward trains descending the grade from Tehachapi where ten minutes is allowed to cool wheels and make train inspection at Cable, train may then proceed for distance not to exceed 8 miles, which would make Woodford the next point where ten minutes should be allowed for cooling wheels and making train inspection. Leaving Woodford, on a continuous run, the next stop for cooling wheels and train inspection would be Bealville. Under this example leaving Bealville it would not be necessary to make an additional stop for the purpose of cooling wheels.

On westward trains making stops at Cable, Marcel, Walong and Woodford; after ten minutes has been allowed to cool wheels and make inspection at Woodford, train may then proceed, on a continuous run, not to exceed distance of 8 miles, which would make Bealville the next point where ten minutes should be allowed to cool wheels and make train inspection. Under this example, leaving Bealville it would not be necessary to make another stop for purpose of cooling wheels.

On westward trains making stops at Cable, Marcel, Walong, Woodford and Rowen, after ten minutes has been allowed to cool wheels and make inspection at Rowen, train may then proceed to Bealville or Allard before again stopping to cool wheels and inspect train. Under this example, leaving Bealville or Allard it would not be necessary to make another stop for the purpose of cooling wheels.

Westward train complies with the rule at Marcel and then stops at Woodford where ten minutes is also allowed to cool wheels and make inspection. Under this example, leaving Woodford train may proceed to Bealville where stop should be made and ten minutes allowed to cool wheels and make inspection. Further stops unnecessary leaving Bealville.

Westward trains, on a continuous run, stopping at Marcel and Rowen to cool wheels and make train inspection, will not, under any circumstances, exceed the ten mile limit after leaving Rowen, but will stop at Caliente for train inspection and to allow wheels to cool on that portion of train on which retainers are used between Caliente and Ilmon.

East of Warren. Between mile posts 376 and 377 on tangent track.
Paris.
Russ.—(Unless stop at Ravenna.)
McKittrick Branch.—Between Mile Posts 357 and 358.
Owenyo Branch.—At Rand.

In event eastward freight train takes siding at Warren, where required time is allowed to cool wheels and make train inspection, train may proceed to Mojave without making another stop.

2. Freight trains taking siding where it is necessary for them to open their own switch, and where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. **Retainers** will be used on passenger trains as follows:

Eastward trains............Cameron to Mojave—All retainers
Eastward trains............Vincent to Acton—Available retainers
Westward trains............Vincent to Harold—Available retainers
Westward trains............Tehachapi to Caliente—All retainers

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

Eastward trains............Cameron to Mojave
Eastward trains............Vincent to Lang
Westward trains............Vincent to Harold
Westward trains............Tehachapi to Caliente
Westward trains............Caliente to Ilmon; first ten available retainers from head end.
Westward trains............McKittrick to Lokern
Westward trains............Mabel to Linnie
Westward trains............Searles to Garlock

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.
Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

Westward freight trains will stop east of crossover Summit Switch to make plug test.

8. **Fresno.**—Eastward trains entering yard will be governed by signal from Herder as follows:

Trains via Merced, green signal.
Trains via Kerman, yellow signal.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from Yardmen.

Main Line Depot No. 1.
Depot No. 2.
Depot No. 3.
Depot No. 4.
Back Lead.

Mojave.—Trains entering or leaving west end of yards be governed by following hand signals:

Westward..............Green signals.
Eastward..............Yellow signals.

Trains entering or leaving east end of yard be governed by following hand signals:

Southern Pacific.......Yellow signals.
Santa Fe..............Green signals.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:
Passenger trains......One long.
Freight trains........One short, one long, one short.

Santa Fe:
Passenger trains......One long, one short.
Freight trains........One long, one short, one long.

9. **Fresno.**—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Porterville Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

12. At Caliente, Bealville, Marcel and Vincent siding next to main track will be known as eastward siding; back track will be known as westward **siding**.

13. At Rowen, siding between intermediate switches is designated as middle siding.

Siding east of middle siding is designated as westward siding.
Siding west of middle siding is designated as eastward siding.
Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding.

Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars.

15. Tracks at following stations must not be used by F-3, F-4, F-5 and Santa Fe 3800 type engines. Spurs at Bena, Caliente, Cable.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 1.

18. Train movements on Richgrove-Jovista Line will not be authorized by train orders. Trains using this line will do so under flag protection.

Flagman will be left at Richgrove with instructions to hold all other trains desiring to use this track until return of his train.

19. Night signals will be displayed through all tunnels.

20. **West switch Ivanhoe is located 745 feet east of Ivanhoe station sign.**

21. Trains will not proceed beyond a point 200 feet east of the east switch at Crump.

22. Engines larger than small Moguls will not be run between Hardwick and Riverdale.

23. Engines larger than Moguls will not use spur at Maltermoro.

24. Do not take water on Visalia Electric track at Exeter.

25. Conductors and Engineers from Riverdale Branch to Stockton Division, in addition to orders and Clearance Card signed by Chief Dispatcher of Stockton Division, authorizing movement from Ingle to Kerman on Tracy-Fresno subdivision of Stockton Division, will also in all cases procure from operator at the same point where such orders and clearance are issued, Clearance Card signed by Chief Dispatcher of the San Joaquin Division.

26. Conductors called for relief trains east of Bakersfield will report direct to Kern Jct. Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand.

Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

To expedite movement of relief trains out of terminals, report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

27. Engines other than those of 1000, 1100 and 1200 class will not be permitted on the following tracks in Fresno Yard:

Spur track originating Fresno Branch, 1,000 feet east of Santa Fe interlocking plant No. 2, serving the California Peach and Fig Growers, Malaga Packing Company and the Sun Maid Syrup Plant; Alley drill track between Van Ness and Fulton Avenues, originating Clovis Branch on San Diego Avenue; Stewart & Nuss spur originating on west leg of Wye and Pierce Lumber Co. spur originating on main line west of west wye switch.

28. On Terminal air brake test on passenger trains tied up at intermediate stations where no car inspectors are on duty, also on freight and mixed trains originating at Maricopa, Taft, McKittrick and Coalinga, the method of making air test as outlined in Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus, Question and Answer No. 300, pages 113 and 114, will be followed.

The purpose of this rule is to determine that brakes are cut in and operating on all cars in the train.

29. Water must not be taken at Palmdale by through engines, but by helpers only.

MISCELLANEOUS—Concluded

30. In addition to sounding whistle signal as per Rule 14-L, at the regulation whistling post approaching public crossings at grade, it should be repeated so that the last blast of the whistle will end as engine almost reaches crossing.

For—(a) All outlying public highway grade crossings by all trains.

(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

This is being done in the hope that it may have its effect in reducing the number of grade crossing accidents.

31. It should be understood that Rule 866 requires that Conductors, when leaving cars on tracks designated as passing sidings, or principally used as such, and leaving the station because of making a side trip, or proceeding on their straight-away trip, or are released to avoid violation of the Hours-of-Service Law, or are otherwise released from duty, shall advise Chief Train Dispatcher promptly at first available train order office. Such requirements will not apply when train occupies siding while crew is switching at that station or at terminal yards.

Rule 866 does not supersede Rule 98-A requiring trains entering sidings to proceed with caution, or any special instructions in the time-table.

32. On engines equipped with rear foot-boards, where water connections are not in use, hose should be disconnected and placed on tender of engine in place provided. Engineer or fireman will see that this is done in all cases.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

Class	Average Weight—Pounds		
	All Steel	Steel Underframe	Wood
Baggage	96,200	....	77,900
Baggage (Dynamo)	101,800	....	....
Baggage and Mail 60 ft.	97,800	....	....
" " " 69 ft.	124,900	....	....
Baggage and Mail	....	97,800	78,800
Baggage and Passenger	....	....	66,800
Baggage (CM&StP)	125,000	....	....
Express Refr. (NP RR)	....	74,000	60,000
" " (GN RR)	....	....	70,000
" " (ARE) 40- 154	....	78,000	....
" " " 155- 224	....	89,000	....
" " " 500- 506	....	110,000	....
" " " 1101-1175	....	85,000	....
" " (PFE) 500- 799	....	83,000	....
Tea and Silk	....	....	48,000
Express, Horse	130,000	....	96,200
Postal 40 ft.	71,800	....	....
" 60 ft.	113,800	....	....
Club	135,300	121,400	....
Business	178,500	141,600	114,200
Business (CM&StP)	141,000	....	....
Chair	99,200	....	84,300
Coaches 60 ft.	101,200	....	....
" 71 ft.	138,200	....	....
" 72 ft.	119,900	....	....
" (CM&StP)	133,000	....	....
Coaches	....	....	75,300
Dining	150,400	143,400	130,600
Observation	144,000	128,100	121,700
Pullman Observation	148,000	142,000	....
" Parlor	150,000	142,000	....
" Standard Sleeper	158,000	145,000	....
" Tourist	....	133,000	....
CM&StP Tourist Sleeper	141,000	....	....

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
	Fresno-Saugus—Main Track	
205.5	Fresno Shop Yard	Water tank spout.....Side
205.5	Fresno	Pullman shed.....Side
208.3	Calwa	P. F. E. ice dock.....Side
220.7	Selma	Libby-McNeill & Libby.....Side
225.6	Kingsburg	Water tank spout.....Side
245.6	Tagus	Tagus Ranch.....Overhead and Side
260.4	Tipton	Water tank spout.....Side
313.2	Bakersfield, east end Round House lead	Water column.....Side
313.2	Bakersfield Emergency Column No. 4	Water column.....Side
313.2	Bakersfield, roundhouse turnout tracks	Sandhouse.....Side and Overhead
313.2	Bakersfield	P F E ice dock.....Side
313.2	Bakersfield	Pullman shed.....Side
313.2	Bakersfield	Wheel unloading crane.....Overhead
313.2	Bakersfield	Coal house at store.....Side
313.2	Bakersfield	Air pump house.....Side
313.2	Bakersfield	Gravel Bunkers, Gravel Pit.....Side and Overhead
335.2	Caliente	Water tank spout.....Side
340.5	Bealville	Water tank spout.....Side
354.2	Marcel	Water tank spout.....Side
380.7	Mojave main track	Water column.....Side
399.9	Oban	Water tank spout.....Side
434.8	East of Russ	Tunnel 17½.....Overhead
434.8	East of Russ	Water flume.....Overhead
435.5	East of Russ	1st bridge, Santa Clara river.....Side
435.9	East of Russ	3rd bridge, Stanta Clara river.....Overhead
436.1	East of Russ	4th bridge, Santa Clara river...Side and Overhead
436.3	East of Russ	5th bridge, Santa Clara river...Side and Overhead
436.8	East of Russ	7th bridge, Santa Clara river...Side and Overhead
436.9	East of Russ	8th bridge, Santa Clara river...Side and Overhead
437.4	East of Russ	10th bridge, Santa Clara river..Side and Overhead
437.0	East of Russ	Tunnel 18.....Overhead
439.5	East of Lang	Tunnel 20.....Overhead
440.1	East of Lang	Tunnel 21.....Overhead
441.5	East of Lang	Tunnel 22.....Overhead
445.3	East of Humphreys	Tunnel 23.....Overhead
449.7	East of Honby	Tunnel 24.....Overhead
	Fresno-Famoso via Porterville	
219.8	Sanger	Steinhardt & Kelly.....Side
235.0	Dinuba	Water tank spout.....Side
257.4	Exeter	Water tank spout.....Side
295.9	Quality	Packing house.....Side
	Goshen Jct.-Coalinga-Kerman	
229.1	Armona	Water tank spout.....Side
244.1	Stratford	Water tank spout.....Side
268.4	Coalinga	Water tank spout.....Side
216.8	Cando	Water tank spout.....Side
	Fresno-Friant	
205.5	Fresno	Alley Drill Track, Fulton.....Side
217.4	Clovis	Water tank spout.....Side
	Bakersfield-Olig	
350.5	Lokern	Water tank spout.....Side
328.4	Stevens	Water tank spout.....Side
	Mojave-Owenyo	
402.5	Cantil	Water tank spout.....Side
426.8	East of Teagle	Tunnel 29.....Overhead
484.1	Haiwee	Water tank spout.....Side
523.0	Owenyo	Highline trestle on Calif. Alkali Co. Spur.....Overhead and Side

Employes are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employes must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. W. B. Coffey	Manager and Chief Surgeon	San Francisco, Cal.
Dr. J. D. Morgan	District Surgeon	Fresno, Cal.
Dr. Chas. A. James,	Asst. District Surgeon	Fresno, Cal.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno, Cal.
Dr. J. D. Wagner	Emergency Surgeon	Selma, Cal.
Dr. W. H. Nielson	Emergency Surgeon	Fowler, Cal.
Dr. A. E. Skoonberg	District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins	District Surgeon	Reedley, Cal.
Dr. J. C. Paine	District Surgeon	Exeter, Cal.
Dr. Paul R. Walters	District Surgeon	Dinuba, Cal.
Dr. W. L. Nuckolls	District Surgeon	Kingsburg, Cal.
Dr. M. S. McMurtry	Emergency Surgeon	Clovis, Cal.
Dr. R. N. Fuller	District Surgeon	Tulare, Cal.
Dr. Verdo B. Gregory	Emergency Surgeon	Pixley, Cal.
Dr. Henry A. Rivin	District Surgeon	Delano, Cal.
Dr. J. A. Copeland	District Surgeon	Delano, Cal.
Dr. C. M. White	District Surgeon	Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. Geo. A. Meracle	Emergency Surgeon	Caruthers, Cal.
Dr. E. S. Garrett	Emergency Surgeon	Riverdale, Cal.
Dr. W. W. Goodrich	District Surgeon	San Joaquin, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. G. T. Mountford	District Surgeon	Coalinga, Cal.
Dr. S. A. Barber	District Surgeon	Porterville, Cal.
Dr. W. W. Tourtillott	Assoc. District Surgeon	Porterville, Cal.
Dr. H. D. R. Shoemaker	District Surgeon	Lindsay, Cal.
Dr. A. I. Fraser	District Surgeon	Bakersfield, Cal.
Dr. N. N. Brown	Consulting Surgeon	Bakersfield, Cal.
Dr. C. W. Kellogg	Consulting Surgeon	Bakersfield, Cal.
Dr. F. A. Hamlin	Oculist and Aurist	Bakersfield, Cal.
Dr. E. A. Shaper	District Surgeon	Woodford, Cal.
Dr. R. G. Doupe	District Surgeon	Tehachapi, Cal.
Dr. C. C. Warner	District Surgeon	Mojave, Cal.
Dr. M. A. Williamson	District Surgeon	Lone Pine, Cal.
Dr. J. A. Loundagin	District Surgeon	Independence, Cal.
Dr. William L. Denton	Emergency Surgeon	Randsburg, Cal.
Dr. S. H. Savage	District Surgeon	Lancaster, Cal.
Dr. W. G. Raber	District Surgeon	McKittrick, Cal.
Dr. E. C. Savage	Emergency Surgeon	Palmdale, Cal.
Dr. J. E. Wheat	District Surgeon	San Fernando, Cal.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITAL STRETCHERS

- FRESNO
  - BAGGAGE ROOM
  - STORE ROOM
  - RELIEF TRAIN
- GOSHEN JUNCTION
- BAKERSFIELD
  - BAGGAGE ROOM
  - EMERGENCY HOSPITAL
  - RELIEF TRAIN
  - CAR SHOPS
  - MACHINE SHOPS
- TEHACHAPI
- MOJAVE
  - BAGGAGE ROOM
  - RELIEF TRAIN
  - CAR SHOPS
- SAUGUS
- EXETER
- PORTERVILLE
- COALINGA
- HANFORD
- OWENYO

LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
WHITE MEMORIAL HOSPITAL	LOS ANGELES

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kerman via Armona. Rosamond, Lancaster. See note.	Bakersfield to Mojave.	Mojave to Saugus.	Saugus to Bakersfield.
E-9	E-63 17/24 52	1309	140	1930	240	360	290
E-10	E-63 17/24 47	1320 to 1349	140	1950	270	390	320
E-5	E-69 18/24 69	1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	2430	300	400	360
E-23	E-73 20/24 89	1433 to 1443	190	3310	430	570	510
E-23	E-73 20/24 92	1445 to 1458	190				
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2670	320	440	390
E-27	E-73 20/26 113-S	1526 to 1540	210	4030	540	710	640
M-4	M-63 20/28 126	1615 to 1719	190	4270	630	810	730
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	790	1020	920
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803 (Superheated)	200				
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803 (Saturated)	195	4860	730	940	850
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	5540	850	1090	990
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4990	740	960	870
T-16	T-57 18/24 80	2039 to 2073, 2081, 2082, 2095	165	2880	400	530	480
T-16	T-57 18/24 76	2094	150	2600	350	470	420
T-10	T-57 18/24 86	2134 to 2152	160	2770	380	500	450
T-9	T-57 18/24 96	2155, 2175, 2180	170	2960	400	530	480
T-9	T-57 18/24 92	2170, 2172	170	3190	420	550	490
T-3	T-69 20/26 113	2212 to 2220	180	3510	470	620	550
T-2	T-63 19/24 105	2221 to 2234	160	2810	360	470	430
T-1	T-63 20/26 112	2235 to 2244, 2246 to 2273	180	3840	560	730	660
T-25	T-69 20/28 134	2274 to 2281	200	4230	590	770	690
T-27	T-69 20/26 124	2282	180	3490	440	600	530
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5560	870	1010	1000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4890	750	960	870
T-28	T-63 22/28 162-S	2311 to 2352	210	6060	930	1190	1080
T-31	T-63 22/28 162-S	2353 to 2362	200	5750	869	1110	1010
T-32	T-69 23/28 174-S	2363 to 2370	200	5850	870	1120	1010
P-1-3	P-77 22/28 141-S	2400 to 2437, 2459, 2460	210	5010	700	910	820
P-5	P-77 22/28 141-S	2438 to 2452	200	4750	650	850	760
P-10	P-73 25/30 181-S	2478 to 2483	200	6830	940	1240	1110
P-10	P-73 25/30 183-S	2484 to 2491	200	7140	960	1270	1130
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	6010	950	1210	1100
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	5750	890	1140	1030
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	930	1190	1080
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	880	1130	1020
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6680	1050	1340	1220
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5950	910	1170	1060
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)	210	6660	1030	1320	1200
C-5	C-57 22/30 178	2680 to 2693 (Saturated)	200	5960	920	1180	1070
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated)	210	6660	1030	1320	1200
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	210				
C-10	C-57 22/30 194-S	2831 to 2836, 2839 to 2857 (Superheated)	210				
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated)	200	5930	890	1150	1040
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200				
TW-8	TW-54 21/32 155	2914 to 2923 (Saturated)	180	4960	740	960	870
TW-3	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	4230	650	830	750
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3970	500	670	600
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3610	430	590	520
Mk-5	Mk-63 26/28 210-S	3237 to 3249, 3270, 3271	200	8090	1300	1660	1500
Mk-6	Mk-63 26/28 210-S	3250 to 3269	200				
F-1	F-63 27½/32 273-S	3600 to 3652	200	9700	1530	1950	1770
F-3	F-63 29½/32 297-S	3653 to 3667	200	....	1730	2210	1920
F-4, F-5	F-63 29½/32 306-S	3668 to 3768	200	....	1800	2300	2000
Mt-1	Mt-73 28/30 246-S	4300 to 4327	210	....	1340	1740	1570
Allowance for empty and underloaded cars		Less than 40 M's		6	3	3	3
		40 to 50 M's		3	0	0	0

NOTE—Ratings of thru trains east will be those shown for Mojave to Saugus to avoid filling out at Rosamond.

Ratings of thru trains west will be those shown for Saugus to Bakersfield to avoid filling out at Lancaster.

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per cent Equivalent Grade
Fresno to Bakersfield.	0.35	0° 50′	0.37
Bakersfield to Ilmon.	1.50	10°	1.90
Ilmon to Tehachapi.	2 20	10°	2.60
Saugus to Palmdale.	2.20	10° 33′	2.61
Palmdale to Mojave.	1.50	1° 30′	1.55
Mojave to Eric	2 20	4°	2.36
Eric to Tehachapi	1 18	1° 50′	1.24
Fresno to Friant	1.00	10°	1.40

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheeler
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

TRAINMASTERS

H. C. THOMPSON	Fresno
R. G. PROSOLE	Bakersfield
C. G. TANDY	Mojave

E. F. WASEM, Chief Dispatcher,
F. B. WARNER, Asst. Chief Dispatcher,
O. D. DAY, Asst. Chief Dispatcher.

Division Examiner,
H. R. MANNING

Road Foreman of Engines,
F. G. TOATES

D. S. WEIR, Asst. Superintendent.

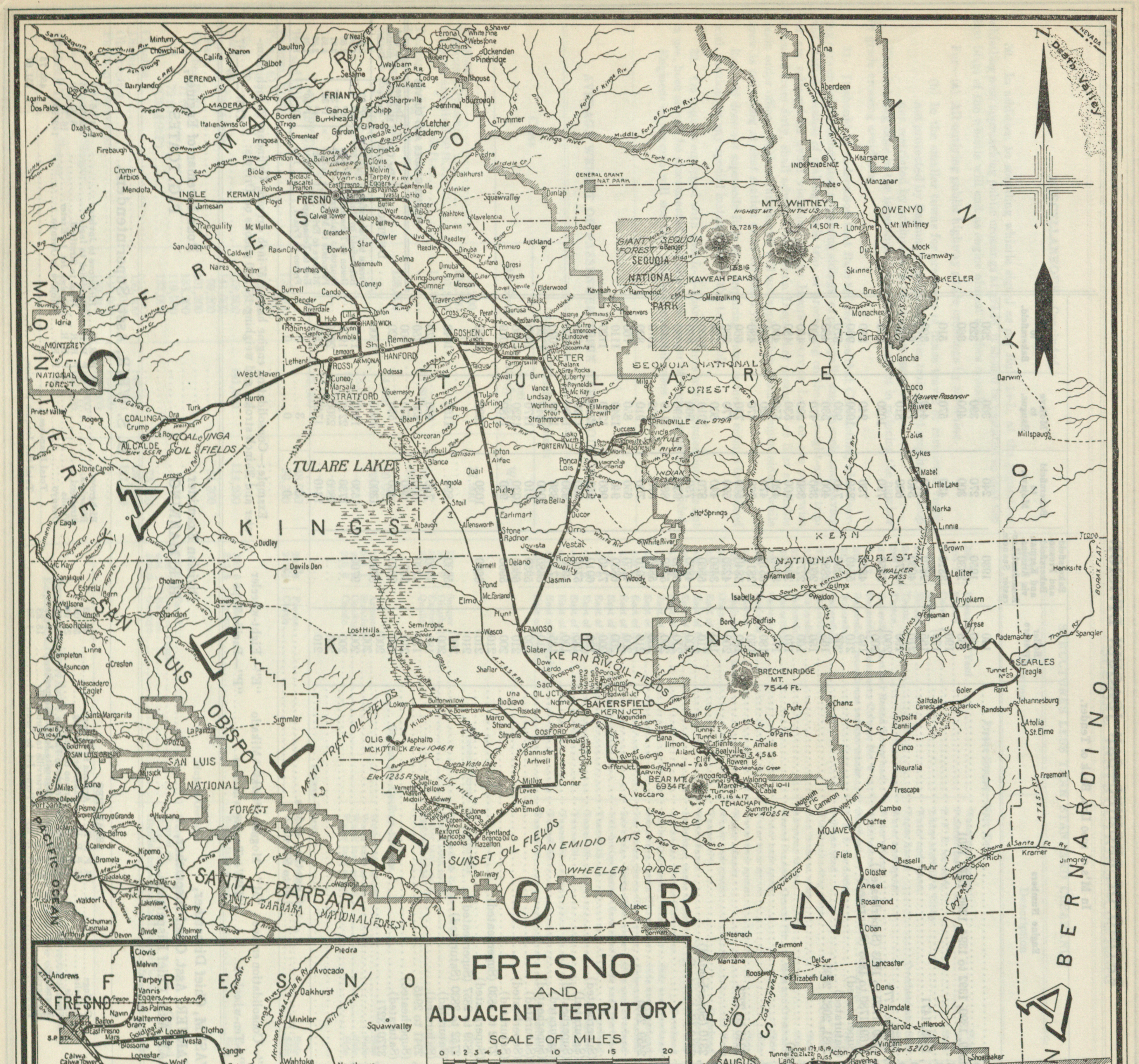
MILEAGE

Main Lines

End Stockton Division to Fresno	S. P. R. R.	.56	
End Stockton Division to Goshen Jct.	C. P. Ry.	35.48	
Goshen Jct. to Saugus	S. P. R. R.	210.51	
Kerman to Goshen Jct... Via Armona	S. P. R. R.	51.37	
Total Main Line			297.92

BRANCHES

Coalinga	S. P. R. R.	Armona to Crump	40.92	
Asphalto	S. P. R. R.	Bakersfield to Olig	50.06	
Clovis	S. P. R. R.	Fresno to Friant	24 14	
Fresno	S. P. R. R.	Fresno to Famoso	103.95	
Magnesite	P. N. E. Ry.	Magnesite Jct. to Magnesite	2.44	
Springville	P. N. E. Ry.	Porterville to Springville	15.83	
Pernu	P. N. E. Ry.	Pernu Jct. to Pernu	1.50	
Richgrove	S. P. R. R.	Richgrove to Jovista	4.16	
Riverdale	S. P. R. R.	Hardwick to Ingle	42.16	
Stratford	S. P. R. R	Rossi to Stratford	8.93	
Visalia	S. P. R. R.	Goshen Jct. to Exeter	16.76	
Owenyo	C. P. Ry.	Mojave to Owenyo	142.90	
Total Branches				453.75
Total San Joaquin Division				751.67


CALIFORNIA
MADERA
FRESNO
KINGS
TULARE
KERN
INYO
SAN BERNARDINO
LOS ANGELES
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY
PACIFIC OCEAN
NEVADA
Death Valley
N.
TULARE LAKE
OWENS LAKE
MT. WHITNEY
HIGHEST MT. IN THE U.S.
14,501 Ft.
13,728 ft.
13,816
KAWEAH PEAKS
GIANT FOREST
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
GENERAL GRANT NAT. PARK
KERN NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
MONTEREY NATIONAL FOREST
SIERRA MADRE
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
COALINGA OIL FIELDS
KERN RIV. OIL FIELDS
McKITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS
WHEELER RIDGE
ELK HILLS
Buena Vista Lake
TEHACHAPI
Summit Elev 4025 Ft.
FRESNO
MADERA
BAKERSFIELD
KERN JCT.
GOSHEN JCT.
VISALIA
HANFORD
EXETER
PORTERVILLE
TULARE
DELANO
MOJAVE
LANCASTER
PALMDALE
SAUGUS
LOS ANGELES
BURBANK
PASADENA
POMONA
SAN LUIS OBISPO
COALINGA
ALCALDE
INGLE
KERMAN
ROSSI
STRATFORD
ARMONA
HARDWICK
OWENYO
INDEPENDENCE
KEELER
SEARLES
Johannesburg
Randsburg
Tunnel No. 29
Tunnel 17, 18, 19
Tunnel 20, 21, 22
Tunnel 25
Tunnel 26, 27 & 28
Tunnel 3, 4, 5 & 6
Tunnel 15, 16 & 17
Elev 3210 Ft.
Elev 1046 Ft.
Elev 1285 Ft.
Elev 979 Ft.
Elev 855 Ft.
A.T.& S.F. RY.
Aqueduct
San Joaquin River
Kings River
Kern River
FRESNO AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
TULARE LAKE
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
N.
Revised 11-12-24

MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE. 1918.

J. F. M.

SCALE OF MILES

0 5 10 20 30 40